

LESLIE'S WEEKLY

Copyright, 1903, by Judge Company, No. 225 Fourth Avenue

Vol. XCVII. No. 2503

New York, August 27, 1903

Price 10 Cents



GETTING READY FOR THE CUP RACE.

EAGER HANDS HOISTING THE BIG MAINSAIL OF THE AMERICAN CUP-DEFENDER "RELIANCE."

Copyright, 1903, by James Burton.

LESLIE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES

THE TWENTIETH CENTURY RECORD OF CURRENT EVENTS

Vol. XXVII. No. 2503

PUBLISHED BY THE JUDGE COMPANY, 225 FOURTH AVE.,
CORNER 19TH STREET, NEW YORK
Copyright, 1903, by Judge Co.

WESTERN ADVERTISING OFFICE
899-900 MARQUETTE BUILDING, CHICAGO, ILL.
EUROPEAN SALES-AGENTS: The International News Company, Bream's
Building, Chancery Lane, E. C., London, England; Saabach's
News Exchange, Mainz, Germany; Brentano's, Paris, France.

SUBSCRIPTION RATES

Terms: \$4.00 per year; \$2.00 for six months
Foreign Countries in Postal Union, \$5.00

Postage free to all subscribers in the United States, and in Hawaii
Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa, Canada, and
Mexico. Subscriptions payable in advance by draft on New York, or by
express or postal order, not by local checks, which, under present banking
regulations of New York, are at a discount in that city.

NOTICE TO THE PUBLIC.

Parties representing themselves as connected with
LESLIE'S WEEKLY should always be asked to pro-
duce credentials. This will prevent imposition.

Thursday, August 27, 1903

Distrust of the Courts.

IN HIS recent letter on the lynching mania President Roosevelt dwells with repeated emphasis upon the need of a prompt, equitable, and stern enforcement of the law by our courts of justice as one of the things to be done in meeting and overcoming the spirit of lawlessness now rife in this country, and rendering the work of lynching mobs without even the shadow of excuse.

"We must show that the law is adequate," says the President, "to deal with crime by freeing it from every vestige of technicality and delay." Justice should act swiftly, he says in another place, and, again, he urges that "the best and immediate efforts of all legislators, judges, and citizens should be addressed to secure such reformation in our legal procedure as to leave no vestige of excuse for those misguided men who undertake to reap vengeance through misguided methods." We are glad that these utterances referring to the procedure of our courts found a place in this letter of President Roosevelt's, itself one of the most timely, important, and impressive papers ever given to the American people by one of their chief magistrates. Occurring in such a connection, we may hope that President Roosevelt's appeal for a reformation of legal procedure in the direction of promptness and simplicity may not pass unheeded.

We have long been convinced that there is great need of such reformation, and never more than at the present time. Because of this feeling we are inclined to sympathize very strongly, although we hope not to a degree that will involve us in legal proceedings, with those Missouri editors recently convicted and punished for contempt of court because they had indulged in severe criticism of the State Supreme Court for its action in a certain important trial. The case was one in which a citizen of Missouri sued a railroad for damages, and got a heavy verdict. The Supreme Court affirmed the verdict on appeal. The railroad, however, got three rehearings, and on the third a new trial was ordered. The second trial resulted in a verdict of \$15,000 for the plaintiff. On the railroad's appeal to the Supreme Court this verdict was set aside, and no new trial was ordered.

The editors in question declared that these reversals, rehearings, and the final verdict were brought about by improper influences; that the court was "venal" and "crooked," and that while such judicial methods continue to exist, "the ordinary citizen" of Missouri might look to them in vain for equity and justice. For expressing such views the editors were summarily hauled up and heavily fined. Their fines, we may add, were raised and paid by popular subscription, and the sympathy of the public in general, including that of many Missouri newspapers, seems to be on the side of the editors. The facts of the case, as we have given them, may not support the charge of venality, but they do most surely point to a wobbling about of the judicial mind, a vacillation and inconsistency on the part of the courts well calculated to destroy all respect for their character.

And Missouri is not the only State that suffers from such judicial courses. Tedious procrastination and undue insistence upon technicalities are evils common to nearly all our courts, evils that greatly retard and often defeat justice and, what is worse still, create a strong distrust in the public mind for our whole judicial system as a safe resort for the redress of wrongs. Much is being said just now about the spread of lawlessness among the American people as evidenced in the frequent mob outbreaks and the prevalence of lynching and other violent crimes. It would be irrational to say that this lawless spirit has been entirely bred by the action of our courts; but that the delays, uncertainties, and apparent failures of justice, which too often mark the course of legal proceedings, both civil and criminal, have contributed to that end was clearly pointed out by Judge Brewer, of the United States Supreme Court, in his admirable contribution to a recent issue of this paper, which has attracted such general attention.

The saying that "justice delayed is justice denied" contains a truth that cannot be too much emphasized. Scores of famous cases of recent date might be cited

in which this principle has been defied. The only shadow of excuse to be put forward for the recent terrible lynching at Wilmington, Del., was the refusal of the judges to arrange for a speedy trial of the wretch who was put to death by the mob. The circumstances here were exceptional; a crime almost without precedent for brutality and hideousness had been committed, and for this reason the demand of the people that legal precedents be ignored and the murderer be immediately tried was right and justifiable and should have been granted. In ignoring the peculiar conditions of the case, and refusing to grant this demand, the Delaware judges became responsible in large degree for the deplorable consequences.

In discussing methods for the suppression of lawlessness this lesson of the Delaware affair should not be overlooked. The history of the Missouri case which we have cited has a bearing also. Disrespect for the courts is a certain precursor of anarchy and lynch law. If the courts will not, or do not, dispense justice promptly and with an even balance, the people will endeavor to secure justice in some other way. It is in vain to cite precedents, to fall back upon technicalities, and raise a storm of legal dust in defense of the everlasting delays, the endless postponements, reversals, and retrials which characterize so many cases at law. These explanations and excuses do not satisfy the public sense of fair dealing.

The public view is the right view, and all who are interested in the maintenance of a system of court procedure that shall have the respect and support of the people will do well to give consideration to these points.

A Unique Western City.

CINCINNATI'S Fall Festival, beginning on September 7th, the chief features of which are described in another part of this number of LESLIE'S WEEKLY, is one of the long-established institutions of that exceedingly interesting city. It always brings a large number of visitors to the town from many directions. This year entirely new forms of entertainment were arranged, and there was an especial endeavor to make it particularly attractive.

The old Queen City of the West long had its precedence in population and wealth in its section, and is still increasing with considerable rapidity; moreover, in solidity and business activity it still retains its old pre-eminence. While the bank clearings of Buffalo were \$158,000,000 for the six months ending with June 30th, 1903, and Cleveland's were \$412,000,000 for that period, Cincinnati's for the six months were \$596,000,000. As a manufacturing centre it stood eighth on the roll of cities in 1900, leading three cities—Cleveland, Buffalo, and San Francisco—which were ahead of it in inhabitants.

In some particulars Cincinnati has an especial distinction among Western cities. The literary capital of all the country on the Alleghenies' sunset side in the old days, it is still a centre of great culture and refinement. Music and the arts, incited largely at the outset by the great number of highly-educated Germans who settled there, are supported in it to a larger extent than in any other Western community. In proportion to population the number of books published and the number read there are particularly large.

Cincinnati has always been a leader in the great social movements of the country. In her Lane Theological Seminary, back in 1832, under the presidency of Lyman Beecher, was founded the first anti-slavery society established in the West, and when in 1833 the conservative trustees voted that slavery agitation was improper in a religious college there was a secession from Lane, the seceders, under the lead of Theodore D. Weld, going up to Oberlin and giving prestige and success to the school just established there, which was the first educational institution opened to both sexes and all races and colors that the world saw.

Cincinnati's Salmon P. Chase was one of the founders of the Liberty party of 1840-44, which was a progenitor of the Republican party of Lincoln and McKinley. With her William Henry Harrison (ninth President of the United States), Jacob Burnet, George H. Pendleton, Chase, and Joseph B. Foraker, that city has from the beginning contributed many powerful personages to one or other branch of Congress. Cincinnati has been a potent force in the industrial, social, and political annals of the United States.

Illegitimate Advertising Indefensible.

IN A RECENT magazine article on the subject of bill-board advertising, its regulation and control, the argument is put forward that this method of advertising is a legitimate business involving a large outlay of capital, and that it is "contrary to the spirit and letter of our laws to legislate people out of a business so long as they do not infringe on the rights of others." This has a plausible sound, but the same reasoning may be employed in defense of almost anything dignified by the name of "business," even though it be an admitted evil, a thing which benefits the few at the expense of the many, and which ought never to have existed at all. The mere fact that a "business" which is a nuisance, a source of loss and annoyance to the community at large, has been tolerated for a long number of years is not enough to take such a "business" out of reach of law and the pressure of enlightened public sentiment and fasten it upon the community forever under the sacred title of a vested right. Vested rights of this kind must give way before public rights and the demands of reason and

justice. This may work hardship to individuals, but if it is clearly to the benefit of the masses the reform must go on.

However much there may be in this repeated argument of a vested right as it applies to bill-board advertising, there is much more in the argument that the bill-board business is not only a nuisance, but that it is unnecessary, because the newspapers cover the advertising field. Much more unnecessary is the plastering of street-cars and elevated structures with "ads." that profit no one but the few engaged in this business. The true and only right way to deal with these street-car abominations is to forbid their continuation and abolish them entirely. They had no right of existence in the first place, and their perpetuation cannot be defended on any grounds of public justice or common sense. The Boston park commissioners have set a good example by adopting rules rigidly restricting, in the vicinity of all of Boston's parks, the building of high fences and the display of signs, posters, and advertisements thereon, and it is specially gratifying to note that the Boston bill-posters have promised to co-operate in the enforcement of these rules. A similar regulation attempted by the park authorities of New York has recently been declared unconstitutional, we believe, by the State courts as an infringement upon private rights, but perhaps the Massachusetts judiciary will take a different view of the matter if it ever comes before them. Unconstitutional or not, the rules adopted in Boston are in the interests of the public, and we hope the day is not far distant when every city in the land will have regulations of a similar kind which the courts will allow to stand.

The Plain Truth.

WE SINCERELY hope that Secretary Hitchcock, of the Interior Department, will carry out his announced intention of inflicting severe punishment, if possible, on certain government officials who, it is alleged, recently induced Indians on the Oklahoma reservation to go through the tortures of the "sundance" for their amusement. It is precisely such heathenish practices as these sun-dances that Indian Commissioner Jones has been trying for years to discourage and suppress, and now to have them revived by the officials of another bureau of the Federal service is surely an aggravated case of working at cross purposes and a great discouragement to a wise and important reform. The more quickly the Indians on the reservations and elsewhere within our bounds cease to be treated like freaks and wild animals the sooner it will be possible to merge them into the body of our citizenship, where they should have been many years ago.

THE PUBLIC is indebted to Justice William S. Andrews, sitting in the court at Syracuse, for a clear and concise statement of the rights of free workmen at a time when these rights are often questioned and sometimes denied by workmen allied with labor organizations. The statement occurs in a report made by Justice Andrews in a case where three striking moulders were found guilty of disobeying an injunction prohibiting them from using "terror or violence" in keeping other men from filling places they had vacated. The men who were convicted and fined in a court of reference appealed their case to Justice Andrews, who in confirming the decision said: "With or without reason, alone or together, workmen may leave their employers. By argument or persuasion, by appeals to sympathy or prejudice, they may lead others not to take their vacant places. But here they must stop. Every man may work upon the terms that seem to himself best. If he can not his personal liberty is abridged. It is his right as a free man. To protect him in this right governments and courts may use their full powers. If they fail to do so they fail in their duties." This is plain common sense, which always runs with good law, and the mere statement of it ought to be sufficient to command the instant approbation of every right-thinking man.

THE SHANGHAI sedition case affords an excellent opportunity for President Roosevelt and our State Department to act promptly and effectively in the interest of justice and humanity. The case is one involving the editors of a Chinese newspaper published in Shanghai, who are under arrest for publishing alleged seditious matter. If the government at Peking has its way the editors will be taken to that city and there tortured and executed in the most horrible Oriental fashion. But Shanghai being under a foreign protectorate the accused men have appealed to the foreign consuls resident there for protection and for trial according to the methods of civilized and enlightened nations. The English and Japanese governments have instructed their representatives not to consent to the surrender of the editors, and our State Department ought to take similar action. This will not mean that the editors will escape punishment, if they deserve it, but it will insure them a fair trial and relief, if found guilty, from the cruel, savage, and grossly unjust penalties dealt out by the native courts. No enlightened nation to-day would think of inflicting the death penalty in times of peace upon men charged with seditious utterances, as in this case, and it should not be permitted in China. The American press ought to take this matter up in behalf of the Chinese members of the editorial craft, and demand that justice be done and nothing more. We have heard much talk during the past two years about the new era of reform in China. It strikes us that the promised era could not open in a better way than by according a decent and orderly trial to these editors of Shanghai.

PEOPLE TALKED ABOUT

MR. T. J. NICHOLL, of Rochester, N. Y., vice-president of the street railway in that city, has the honor of being the first member of the first street railway Young Men's Christian Association in this country. That association is only a little over one year old.



T. J. NICHOLL,
First member of the first street
railway Y. M. C. A.

It is the beginning of a new Young Men's Christian Association department, which it is hoped will have a growth as rapid and as solid as the steam railway department, which exists now at 180 division points, contains over 50,000 members, and has increased by 7,000 members within the last year. Mr. Nicholl as an official hastened to join the association as soon as there was readiness to organize it. He is an ardent pleader with the public for due consideration of the physical, mental, moral, and spiritual well-being of street railway men, and for the Young Men's Christian Association as a means to those ends. He affirms that "the street railways will not only be the poor man's carriage, but the force that will go a long way toward Christianizing the world with its daily lesson of patience and forbearance to all."

THE NEW ruler of Serbia is said to be a well-read man, and speaks Servian, Russian, German, and French perfectly. At Geneva he led a quiet and retired life, mixing chiefly with scientific men, though he kept himself well up in all the questions of the day. His personal friends were chosen almost exclusively from the Russian colony in Geneva. The prince was in the habit of leaving the town secretly, without telling any one where he was going, and when he returned it was in the same secret manner; indeed, he never confided even to his best friends where he had been.

IN THE realm of human nature where passion, prejudice, and inherited traits hold such wide and mighty sway, it is a long stretch between a painted savage—cruel, vindictive, treacherous, and hot for human blood—and a dignified, mild-mannered, soft-voiced, well-dressed red man, pleading with his fellows to repent of their sins and come into the fold of the church. But such, according to report, is the change which time and the influence of godly men have wrought in Geronimo, the famous Apache chieftain, who was once the scourge and the terror of the Southwest. No chapter in border warfare is more thrilling than that recounting the wild life and desperate deeds of Geronimo in the days when he was chief of an Apache tribe, and led them on the warpath in Arizona and the region round about. Here he was finally captured and his savage career ended by General Miles and a detachment of troops, after a long, exciting, and desperate chase. For many years thereafter Geronimo was held in captivity in Florida, from which he was within a year transferred to the locality of Fort Sill, Oklahoma Territory. During the years of his captivity the old chief had been a good Indian, and earned the esteem of all who came in contact with him. Now comes the report from Fort Sill that he has united with the Methodist Church, and made a public confession of his many bloody deeds committed when he and his tribe were on the warpath. He has issued a proclamation to his people urging them to give up dancing and other wordly amusements and repent of their sins. The old warrior's change of heart has caused a sensation, it is said, among the Indians of Oklahoma and Indian Territory.



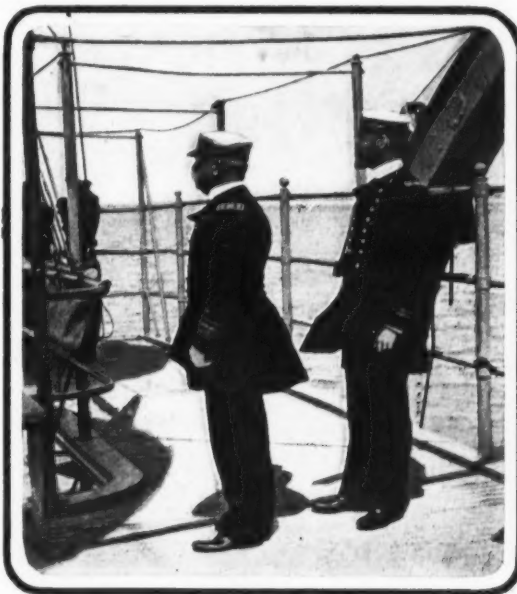
GERONIMO,
The famous Apache chief who has joined the
Methodist Church.

old warrior's change of heart has caused a sensation, it is said, among the Indians of Oklahoma and Indian Territory.

THE DUKE OF MARLBOROUGH,
Recently appointed Under Secretary for the colonies.—Lafayette.

ONE OF the chief marks of a successful administrator of public office, as it is also of the successful head of any great business enterprise, is the exercise of skill and far-sightedness in the choice of his lieutenants or subordinates in office. This was one of the weakest points, for instance, in the administration of President Grant as it was the strongest in that of President McKinley. The latter was a keen judge of men, while the former was not; General Grant took men too often at their own valuation, and was too confiding in men of whom he knew actually but little. It remains to be seen whether the Hon. Joseph Chamberlain, England's brilliant Colonial Secretary, who has proved himself a master in so many things, has been equally fortunate in securing as his Under Secretary the Duke of Marlborough. The duke has had no experience in high political office to serve as a precedent, but he had the excellent sense to choose a charming wife a few years ago in the person of Miss Consuelo Vanderbilt, a choice that ought to prejudice Americans in his favor at least. Here he has an interest also in common with his chief, Mr. Chamberlain, who, it will be remembered, chose a helpmeet on this side of the water. The post of Under Secretary, though a subordinate one, is regarded as one of the best and almost a sure stepping-stone to still higher office.

WHILE NOT so expressly designed, the advocates and promoters of international arbitration and universal peace could hardly have found an agency to



ADMIRAL C. S. COTTON
On the bridge of his flag-ship, the *Kearsarge*, entering Portsmouth harbor, England. Behind him, Flag-Lieutenant C. L. Hussey.
Mortimer.

do a better service for their cause than the American squadron on its recent tour of European waters. It would be difficult, indeed, to stir up a hostile feeling, at the present time at least, against the several nations in whose ports Admiral Cotton and our other naval representatives were received with so many and such marked evidences of cordiality and good will. These nations included Germany, England, France, and Portugal. And from none of these was the squadron the recipient of more flattering attentions than from Germany. Emperor William himself visited and inspected the *Kearsarge*, took luncheon with the admiral, and expressed the greatest admiration for the equipment and discipline of the battle-ship. An account of the fight between the *Monitor* and the *Merrimac* was given to the Emperor at first hand, as Captain Hemphill, of the *Kearsarge*, was on board the former at the time. The Viking blood in the Emperor boiled within him at the thrilling stories of battle and heroism, and from his lips burst the exclamation, "Those men are gods to us." The visit of the squadron at Portsmouth harbor, England, was attended with banquets and receptions tendered by the foremost representatives of the English government. The presiding officer at one of these functions was Lord Charles Beresford, England's highest naval authority, and commander of a British naval squadron. Later the American squadron tarried for a short time at Cintra, the port of Lisbon, where Admiral Cotton and his officers were entertained at breakfast by King Carlos and his charming Queen Amelie. After this came the record run of the *Kearsarge* from Portsmouth to Bar Harbor

ONE OF the innumerable cases going to prove the utter fallacy of the argument that the negro race is incapable of a high degree of intellectual development, and therefore of success in a learned profession, is seen in the career of Dr. Marcus F. Wheatland,

the colored physician, who has built up a large and lucrative practice for himself in that most exclusive of all American communities, Newport, R. I. All this has been done in the brief space of eight years since Dr. Wheatland was graduated from Harvard University, not having money enough at the time to pay for his diploma. With a shrewd recognition of the fact that specialization is the order of the day and the surest road to success in all professions, Dr. Wheatland started out to make himself a master of electricity and the Röntgen rays as applied to therapeutics, and has succeeded so far in this endeavor that he has become an acknowledged authority on these subjects in medical journals, and is frequently called into consultation in critical cases where these remedial agents are employed. He is an ardent believer in the efficacy of the X-rays in cases of cancer, and some months ago was consulted informally in the case of Gordon Mackay, the inventor of the shoe-sewing machine, who is suffering with this dread disease in his home at Newport. Dr. Wheatland is a native of the West Indies, and lived there until he came here as a student at Harvard University. He is one of the special contributors of the *Journal of Advanced Therapeutics*, which is edited by William Benham Snow, of New York, and is the journal of the American Electro-Therapeutic Association. In the *American X-ray Journal* of last March he had an article entitled "The Therapeutic Application of the X-ray," which attracted much attention. Dr. Wheatland is a member of the American Association for the Advancement of Science, the American Anthropological Society, the Newport Medical Society, and other prominent medical bodies, local and national. Dr. Wheatland married the granddaughter of Mr. George T. Downing, who was a friend of Charles Sumner.



DR. MARCUS F. WHEATLAND,
The colored physician and Röntgen
ray specialist.

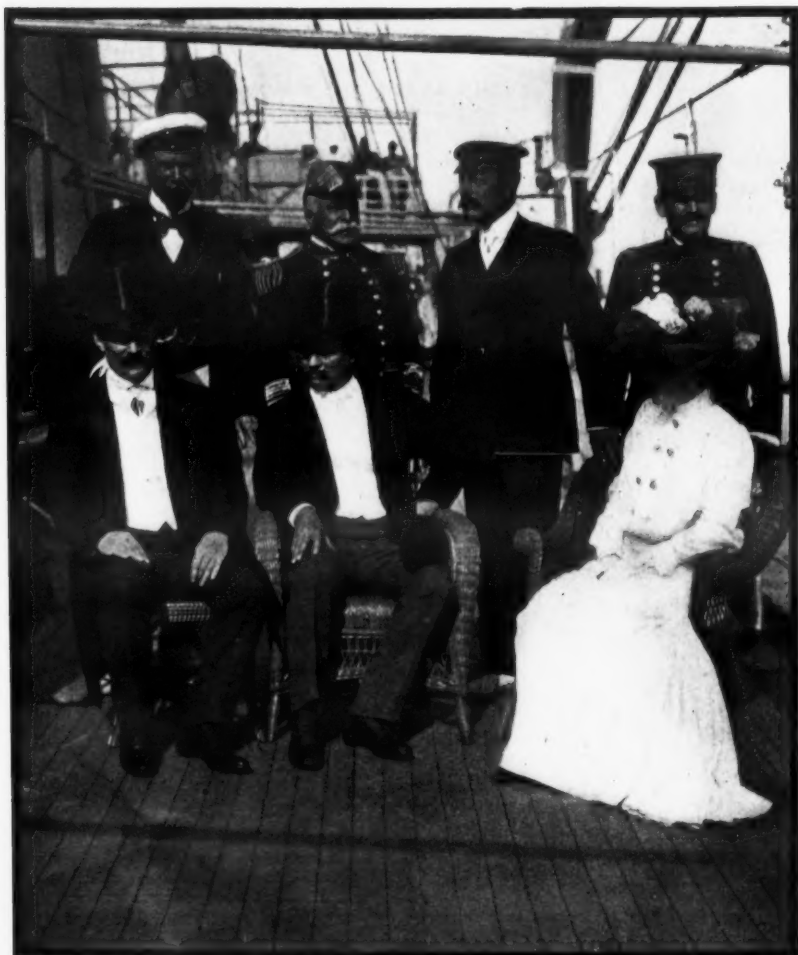
THE SELECTION of Representative Joseph G. Cannon, of Illinois, as Speaker of the next House of Representatives will bring prominently to the fore in official social circles in Washington an interesting new figure in the person of Miss Cannon. The death of Mrs. Cannon preceded by but a few years that other great sorrow of "Uncle Joe" Cannon's life, the death of his beloved younger brother, who had been his faithful business partner for forty years; and thus the position of mistress of the Speaker's household devolves upon his daughter. That Mr. Cannon is essentially a "man's man" will not make lighter Miss Cannon's social responsibilities, for the hostess who dispenses hospitality at the Speaker's home is a social factor who ranks not far behind the mistress of the White House. Miss Cannon is a woman of tact and great charm of manner, and has inherited many of the characteristics of her mother, who, as Mary Reed, a pretty Ohio school-teacher, caused young Cannon many an uneasy hour ere he won her for his wife—owing to the fact that Mary's brother was a candidate for the position of justice of the peace, to which young Cannon also aspired, and he hated his political rival. After Cannon won in both love and politics, however, the two men became the best of friends.



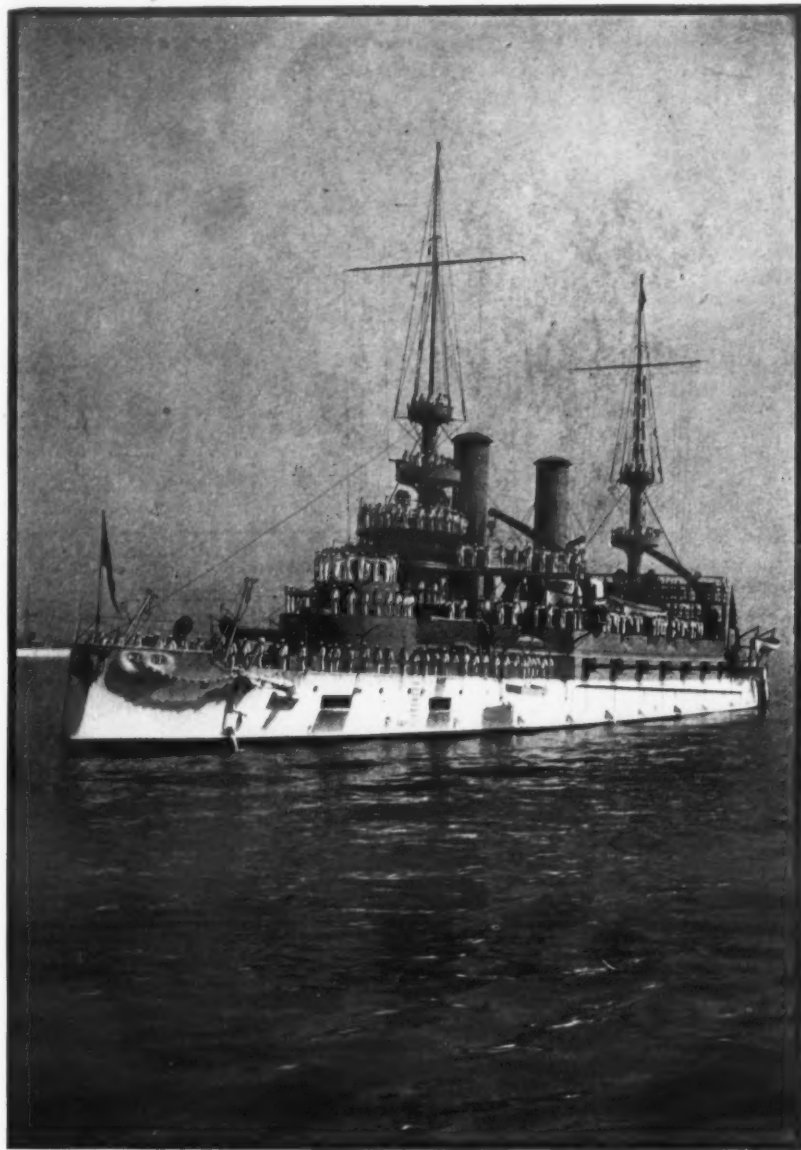
MISS CANNON,
Mistress of the Speaker's household at Wash-
ington.—Fawcett.



COMMANDER-IN-CHIEF OF THE NAVY PROMENADING THE "MAYFLOWER'S" DECK, W. BUTLER DUNCAN AND COMMODORE BOURNE, OF THE NEW YORK YACHT CLUB, AT THE RIGHT.



PRESIDENTIAL PARTY ON "MAYFLOWER." LEFT TO RIGHT, SEATED: MR. MOODY, PRESIDENT, MRS. ROOSEVELT. STANDING: SIR THOMAS LIPTON, ADMIRAL DEWEY, O. ISELIN, GEN. CHAFFEE.



BATTLE-SHIP "KEARSARGE," FLAG-SHIP OF THE NORTH ATLANTIC FLEET, MANNED BY HER CREW, WHO CHEERED THE PRESIDENT.



PRESIDENT, SECRETARY MOODY, AND ADMIRAL DEWEY STARTING TO MAKE A RETURN VISIT TO ADMIRAL BARKER ON THE "KEARSARGE."

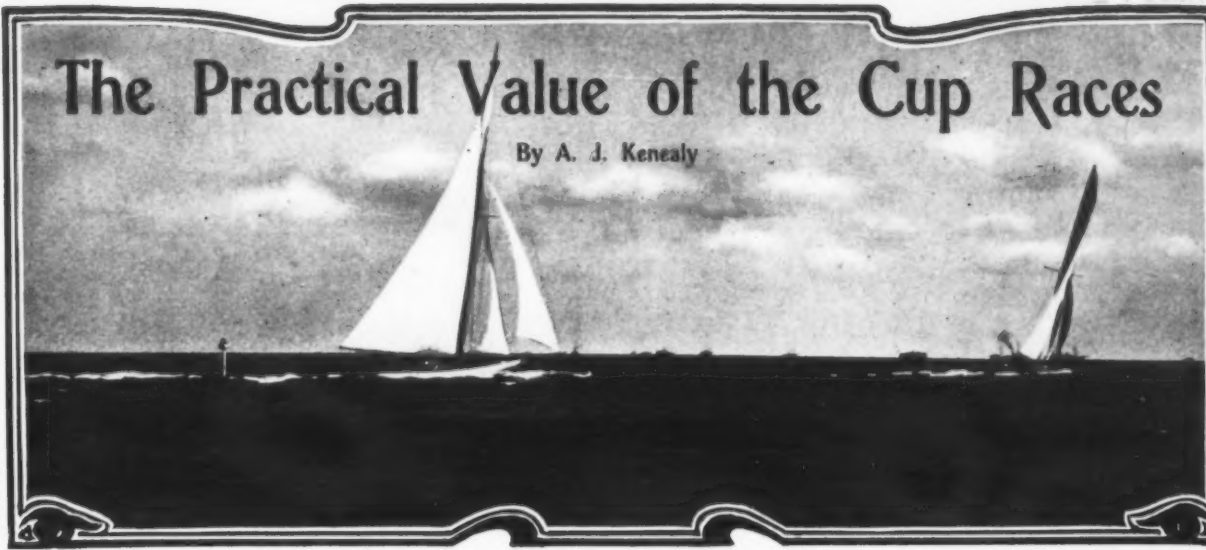
FINEST NAVAL REVIEW EVER HELD IN AMERICAN WATERS.

NORTH ATLANTIC FLEET, OF TWENTY-ONE VESSELS, INSPECTED OFF OYSTER BAY, L. I., BY PRESIDENT ROOSEVELT, IN WHOSE HONOR A TOTAL OF 6,000 GUNS WAS FIRED.—G. J. Hare, Jr.



The Practical Value of the Cup Races

By A. J. Kenealy



THE PRACTICAL utility of international yacht races, as exemplified in the contest for the America's Cup, has not been, perhaps, exploited in a manner commensurate with its importance. As great spectacular exhibitions to which the world and his wife go seaward to be amused, these races draw great crowds of sight-seers. They attract visitors from the interior who never before have had an opportunity of viewing the ocean, and to whom a yacht is an unknown quantity, except from its counterfeit presentment in the pictorial press. The races this year have brought to New York the biggest crowd that ever visited the metropolis from the great West. They naturally have excited widespread interest in our maritime affairs, and have called attention in the most striking way possible to our growth as a sea power, and the revival and regeneration of our once magnificent merchant marine.

There could be no more significant object-lesson to a citizen from the interior than that afforded by the fleet of excursion craft that sallied forth to sea in all the glare and glory of fresh paint and bunting to gaze on the battle of the yachts. As a marine pageant it was never excelled. Despite the slump in Wall Street, the steam-yachts owned chiefly by Wall Street magnates were in evidence in prouder glory than before. If they are to be dispensed with at the close of the present season, and to be relegated to the limbo of dead dogs until the felicitous times when stock-jobbers come to their own again, at any rate they expired in a pyrotechnic brilliancy of blaze that reflects the highest credit on the pluck of our millionaires.

But besides these magnificent argosies of the opulent, all aglow with swiftness and fashion, the plain people were also afloat. You saw them in big side-wheelers; they were present in every kind of craft propelled by steam, electricity, gasoline, or sail. Greater New York seemed to be afloat on a gigantic pleasure trip. And yet, to the bulk of our workaday population unhappily compelled to stay ashore, the city seemed never so crowded. This is one of the paradoxes of our seething multitudes and our teeming civilization. And what went they forth to see? Simply two yachts contending for a principle—a great and transcendent principle, it is true—no less a one, in fact than the yachting supremacy of the sea. For more than fifty years we have held it in spite of the gallant efforts of our friend the enemy to wrest from us the championship emblematic of so much science in design, of enterprise in bounteous financial expenditure, of skill in handling the craft our brainy naval architects have created. The story of the fight for the America's Cup is the Iliad of the ocean—a peaceful Iliad, it is true, but not without its triumphs equally great as those achieved in sea battles.

When we reflect on the development of the racing yacht during the last quarter of a century we must concede that speed was the goal sought for at all cost and hazard. Yacht designers set the pace; they took risks that yacht owners and crews were only too ready to endure, and the result was the racing-machine of to-day: ninety feet on the load water-line, with bow and stern projecting far beyond such a limited boundary, with a lead keel scraping the sand twenty feet or more from the surface of the water, and a topmast that can barely scrape under the Brooklyn Bridge. Useless and expensive fabrics from the point of view of the utilitarian, no doubt, inasmuch as their life is ephemeral as that of a butterfly, and they cannot serve any practical purpose as cruisers or cargo carriers when their short but glorious careers are over.

From the scientific point of view, however, the lessons learned from these highly-strung racing-machines are of the greatest value. The results of the experiments of yacht designers the wide world over have been adapted in torpedo-boats, in battle-ships, in cruisers, in ocean liners, and coastwise craft. The old-fashioned merchant vessel was said to be built by the mile and cut off in sections to suit the ship-owner's purse. It is different to-day. A cargo carrier of the modern type is expected to embody some pretensions to naval shapeliness in her lines, and perhaps some modicum of beauty. At any rate, she is not the uncouth, unwieldy, and badly balanced type of craft that used to carry cargo along our coasts. The cruise of the *Alabama* and other piratical craft killed us as a maritime nation. Great Britain paid us liberally for the damage done to our merchant marine by the privateers built in her ports. But if she had unloosed

her purse-strings five hundred fold she never would have repaid us for the deadly injury inflicted on our merchant marine, directly or indirectly, through her active and passive policy.

At the outset of our Civil War our merchant ships were the finest afloat. By their speed and efficiency they commanded the cream of the ocean traffic. The saucy stars and stripes flew from the monkey-gaffs of our clippers in every port. Every sailor rejoiced in them. They were simply superb. The war saw the end of our merchant marine. It died of enforced decay. Our ships were burned or sold abroad. The art of building clipper ships became extinct. The British tramp steamship, the cargo carrier of the world, sneaked in and usurped our trade. There was no opposition, so usurping may not perhaps apply. At any rate, the British tramp gained the monopoly, and it is only now that the country seems to be on the verge of awakening to her own interests.

We are confronted with a maritime renaissance. The interior States are alive to the fact that our coast-line—the greatest coast-line in the world—must be protected. Legislators are no longer permitted to dodge behind the specious pretext that Chicago is beyond gunshot of battle-ships on both the Atlantic and Pacific coasts, and thus is happily immune from the need of a navy. The awakening has been due in a great measure to the increased publicity given to ships and shipping of recent years by the press. Mr. Melville E. Stone, general manager of the Associated Press, himself formerly a Western editor of renown, was the first president of that great news-gathering and news-distributing organization to recognize the fact that the interior States were keenly alive on the topic of yacht racing and marine matters generally. For that reason instead of homœopathic drops he gave them allopathic drenches and doses. They are alive to-day to thank him. They wanted the news, and for the first time in their lives they got it. The insensibility of the interior to the vulnerability of our coast-line is fast disappearing. And for this the pictorial newspapers of the Atlantic coast are largely responsible. Some day, and doubtless soon, we shall be welded into a nation with the immense interior States just as anxious about the impregnability of our seacoasts as New York or San Francisco. Until then we shall never achieve our full destiny as the foremost republic.

Quite interesting to the student of our naval renaissance so marked of recent years, is a reference to the brave old smuggling days of Great Britain. The luggers that pursued their illegal calling between the coasts of Holland, France, and England did more than any other factor in the days of the Georges to develop speed in English naval vessels. The luggers had the heels of all the king's ships. Sometimes they got becalmed and were captured. Their lines were carefully taken off, and subsequently embodied in those of revenue-cutters and gun-brigs. It was, indeed, the competition between the king's shipyards and the smugglers that finally produced the crack frigates and battle-ships that under Nelson's command humbled France at sea. This is a phase of naval history that has not received the attention it deserves, but it abounds in interest to the sea student.

The foremost designer of racing sailing-yachts in Great Britain is responsible for the largest and swiftest steam-yachts in the world. His aid has been invoked in the designing of torpedo-boats, and his models have been extensively copied in the construction of transatlantic liners. The rivalry opened up by the competition for such a great trophy as the America's Cup puts naval architects on their mettle. The improvements in the hulls of cup-challengers and cup-defenders, when made by men like Fife, Herreshoff, and Watson, are embodied in steam yachts, in torpedo-boats, and even in battle-ships. Thus it is that the designers of war-ships are succeeding in their efforts to unite in the same fabric the advantages of a stable gun platform with the equally desirable qualifications of a speedy hull. There is no doubt that Nat Herreshoff's success as the builder of fast yachts led to his choice as builder of crack torpedo-boats, and the features of his speed-producing lines may be traced from the *Vigilant* down to date, through steam-yachts and torpedo-boats, even to the *Reliance*. Some of the fastest steamers on Long Island Sound have come from the board of that veteran naval architect, A. Cary Smith. Wherever speed becomes a *sine qua non*

in naval affairs the yacht designer is indispensable. His discoveries in his own particular field are boldly appropriated by his brother worker in the mercantile marine as well as by his associate in the construction departments of the navies of the world. Permit me to illustrate: Mr. Burgess, the designer of the *Puritan*, an epoch-making racing craft of international fame, designed a fishing schooner. She was such a great success that the principles of her design are seen in every modern fishing smack. And so upward and onward is the path of naval architecture.

The cup races have been of vast advantage to us as a sea nation just beginning to come into her own again. They give the boldest and best advertisement to the circumstance that we are invincible so far as the speed of our yachts is concerned. They call the attention of our inland folk to the fact that there is a seaboard that fringes the republic and must be safeguarded; that there is a vast maritime future before us that needs fostering, and that our ultimate destiny is to become the shipbuilders for the world. Coal and iron ore are ours. Europe is quickly being depleted of these shipbuilding staples. This nation can produce the cheapest steel extant—should it become desirable to enter into the world's competition. Taking cognizance of the lower cost of steel and the labor-saving devices in vogue in our shipyards, we can, when called upon, build the best and most economical vessel possible at a price that cannot be approached anywhere on earth! On the Great Lakes, on the Atlantic, and on the Pacific, never was seen such a revival of our old-time shipping industry. And to the yachtsman it is a matter of congratulation that much of the enthusiasm, the zeal, and the enterprise has been due to the cup contests. All the industries of the great West, railroads and banks and manufactures, were combined in the *Reliance*. Never was such a great industrial alliance banded together for one object. The combination is probably the wealthiest in the world. It is certainly the most powerful, so far as its influence is concerned.

The lessons of the race to most people may be submerged in the froth, the frivolity, and the festive hurrah of the whole business. Thousands of wine cases followed in the wake of the excursion fleet. The popping of corks and the fumes of cigars represented thousands of dollars. The attendant flotilla represented many millions. The racing yachts cost more than one hundred thousand dollars apiece when launched, and the expense of running them is no mere five-figure item. After the races the yachts are worth not one cent more than they would fetch for old metal under the hammer. Rigged as they are at present they would be too expensive for the ordinary rich man to run. Their draught is too deep for harbors in ordinary yachting use and request. Besides, they have no accommodations whatsoever for owners or crew. Their sailors sleep on tenders. Their "walls," or bulkheads, are of canvas and cretonne. They are mere shells, so far as their internal arrangements are concerned. You can't cook a chop or boil a kettle aboard them. But they are the fastest things afloat to-day that sails can waft along, and as such they must command our admiration and compel our praise. They are the choicest productions of British and Yankee skill, and though as racers they will probably soon be outclassed, they have fulfilled a glorious part in yachting history. Moreover, they have pointed a salutary lesson to the greatest two maritime nations of the globe—a lesson of sportsmanship and fair play such as we have a right to expect when two English-speaking countries enter into honorable rivalry.

Kaiser's Son To Visit the World's Fair.

ANOTHER SCION of royalty who is credited with the intention of visiting the St. Louis exposition next year is Prince Adalbert, the third son of Emperor William of Germany. The prince will join the German East Asiatic squadron in October for a year, but he will probably return by way of the United States in time to visit the exposition. It will be remembered that the Crown Prince of Germany, Adalbert's eldest brother, is also expected here next year.

FORTIFY yourself against sickness by keeping the stomach in good shape with Abbott's, the Original Angostura Bitters. At druggists' and grocers'.

The Great Fall Festival in Cincinnati

By Otto Armleder, President Cincinnati Fall Festival Association



OTTO ARMLEDER, PRESIDENT OF FALL FESTIVAL ASSOCIATION.

W. P. DEPPE, VICE-PRESIDENT OF FALL FESTIVAL ASSOCIATION.

HON. JULIUS FLEISCHMANN, MAYOR OF CINCINNATI.

H. D. CRANE, SECRETARY OF FALL FESTIVAL ASSOCIATION.

C. A. HINSCH, TREASURER OF FALL FESTIVAL ASSOCIATION.

Photographs by Young & Carl, Cincinnati, O., official photographers for the Fall Festival.



EVERY YEAR in Cincinnati we have the Fall Festival, one of the most interesting occasions of its kind in the United States. These celebrations are typical of the prosperous American life of today. The festival this year will be conducted on a scale of unprecedented grandeur. Half a million people will leave their toil behind them, all over the middle West, and

gather for a fortnight's celebration, which begins September 7th. Visitors journey hither over twenty-eight lines of railroad. They come from many States—from Ohio, from Indiana, from Kentucky, from West Virginia, and from Tennessee, and from many cities and towns in States farther away than these. For two weeks the city becomes a house of feasting and revelry. The old routine of the business and commercial enterprises of the town is willingly laid aside, and citizens and visitors unite in the celebration. All day long and at night the streets are thronged with the merry-makers. The buildings are gay with bunting and flags, and electric lights in strings and festoons and clusters make the night brilliant. The visitors to the city fill the hotels and lodging-houses. Some of those who come remain only for a day, others stay during the entire period of festival.

Those who have friends or relatives in town take advantage of this time to visit them, so that in many homes in this "city of homes" there are little private celebrations, the families entertaining their friends just as the city is entertaining its friends. Women who come here for the festival do a year's shopping in a day in the big stores; the country merchants visit the jobbers and buy a new supply of goods; the larger dealers in the tributary towns buy new stocks from the factories. Thousands of traveling men who are constantly on the road throughout Cincinnati's territory during the year are "in the house" at the festival time to receive and entertain their customers who have come to take part in the celebration. So the Fall Festival means three things: the gratification of those who seek excitement, the reunion of families and friends, and an opportunity for business for the entertainers as well as the entertained.

Each city of the country, particularly those which are not directly on the Atlantic seaboard, has what is called its "territory." This is a certain section which is tributary, the people living in it depending on the central city for their supplies of merchandise, manufactured goods, and other products, which are made in

the large cities and distributed to the smaller cities, towns, and villages in the section of the country lying round about. Cincinnati's territory includes States and parts of States that are among the most productive in the Union, so that the celebration here is a particularly opulent affair.

The nature of the festival entertainment is always decided, and the plans for it are always laid and carried out, by an organization composed of Cincinnati's business men, who, although they spend many days of their time in the enterprise, receive no remuneration. The active management of the festival this year is in charge of the following officers and directors of the association: Otto Armleder, president; H. D. Crane, secretary; W. P. Deppe, vice-president; C. A. Hinsch, treasurer; Hon. Julius Fleischmann, mayor; Gustave W. Drach, A. J. Conroy, S. P. Egan, J. B. Foraker, Jr., Hon. H. L. Gordon, Paul Jones, Irwin M. Krohn, F. D. Lawrence, N. L. Pierson, Robert R. Reynolds, Jos. M. Rice, John A. Ringold, C. W. Tomlinson, J. H. Varner, J. Gano Wright, A. L. Whitaker.



HARRY L. GORDON, A FALL FESTIVAL DIRECTOR.
Young & Carl.



COAL MEN'S FLOAT IN THE INDUSTRIAL PARADE OF 1901, WHICH WAS WITNESSED BY HUNDREDS OF THOUSANDS OF PEOPLE.

Cincinnati is famed as one of the most hospitable cities of the country. Lying as it does at the gateway of the South and claiming with pardonable pride a fine admixture of Southern culture and gallantry, its citizenship has all the strength of a centre of manufacture, commerce, and banking, combined with those more delicate and refined characteristics which come after generations of social development. The graceful manners of the South, the open doors of the West, and the solidity of commercial success are finely combined in the city of Cincinnati. When its good people play the host to the world they do it with no sluggish spirit, but with a whole-souled abandon that makes the visitor feel at home. Then, too, there is enough of the picturesque foreign element in the city to charm the stranger.

The German garden, with its vines and tables beneath the trees, is almost a corner institution in some parts of the city. As the steins foam over and glasses clink accompaniment to the tongue of Kaiser William one might imagine himself on one of the strasses of

Berlin. This open-air social life of the city appeals to a stranger and gives him an unusual and unique experience. Those of an artistic mind find their tastes gratified at the famous Rookwood Pottery, at the Art Museum whose collections are gradually being enriched, and in the picturesque hills—young mountains, some of them—and parks round about the city. Few cities can claim such scenery, and some visitors who make the trip by steamboat up and down the river compare the rocky cliffs and wooded hillsides to the finer portions of the scenery along the Blue Danube.

During the previous three Fall Festivals of Cincinnati there have been exhibitions in which manufacturers displayed in various unique and attractive ways the products of their factories; and there have been pompous street pageants in which familiar figures of story and tradition were presented on what were called floats. These floats were hauled through the street in parade on wagon trucks. One year there was a flower parade, a long line of carriages and carts, white, rosy, and violet with flowers and ribbons.

This is the age of electricity, and some wonderful and novel achievements in that line



A. J. CONROY, A DIRECTOR OF THE FALL FESTIVAL.
Young & Carl.

are to be exhibited in a night pageant of exceptional brilliance. Just what the details of this are to be have not been divulged. Secrecy is part of the plan of the festival. Something is always sprung at the last, and the visitor who reads of the festival in advance never knows all of what he is to expect. This idea of secrecy is carried to its extreme in the unique organization of the Clan of Itan-nic. The name itself hides a puzzle which the studios can unravel, as it lies upon the surface. This organization numbers hundreds of members

in the city of Cincinnati, but they are known only to each other. It is a Mafia, but with a kindly purpose: to make the stranger in the city have a good time, and to honor the name of the city. The street pageant is under the charge of the Great Itan, the ruler of the clan. His identity is not disclosed until the festival is over. He rides masked, and all his followers wear the domino.

The business men who compose the Fall Festival Association have designed an entirely new and unique form of entertainment for the coming festival. It deserves description. Cincinnati is particularly fortunate for the production of this fall's entertainment in having within its business district a shaded, grassy square called Washington Park, and immediately adjoining the park the famous Music Hall, and next to that the historic stream which connects Lake Erie with the Ohio River, which flows through the city of Cincinnati, dividing it into two parts, and is known locally as "The Rhine." The park and Music Hall and a section

Continued on page 211.



J. B. FORAKER, JR., SON OF THE SENATOR, AND INTERESTED IN THE FESTIVAL.

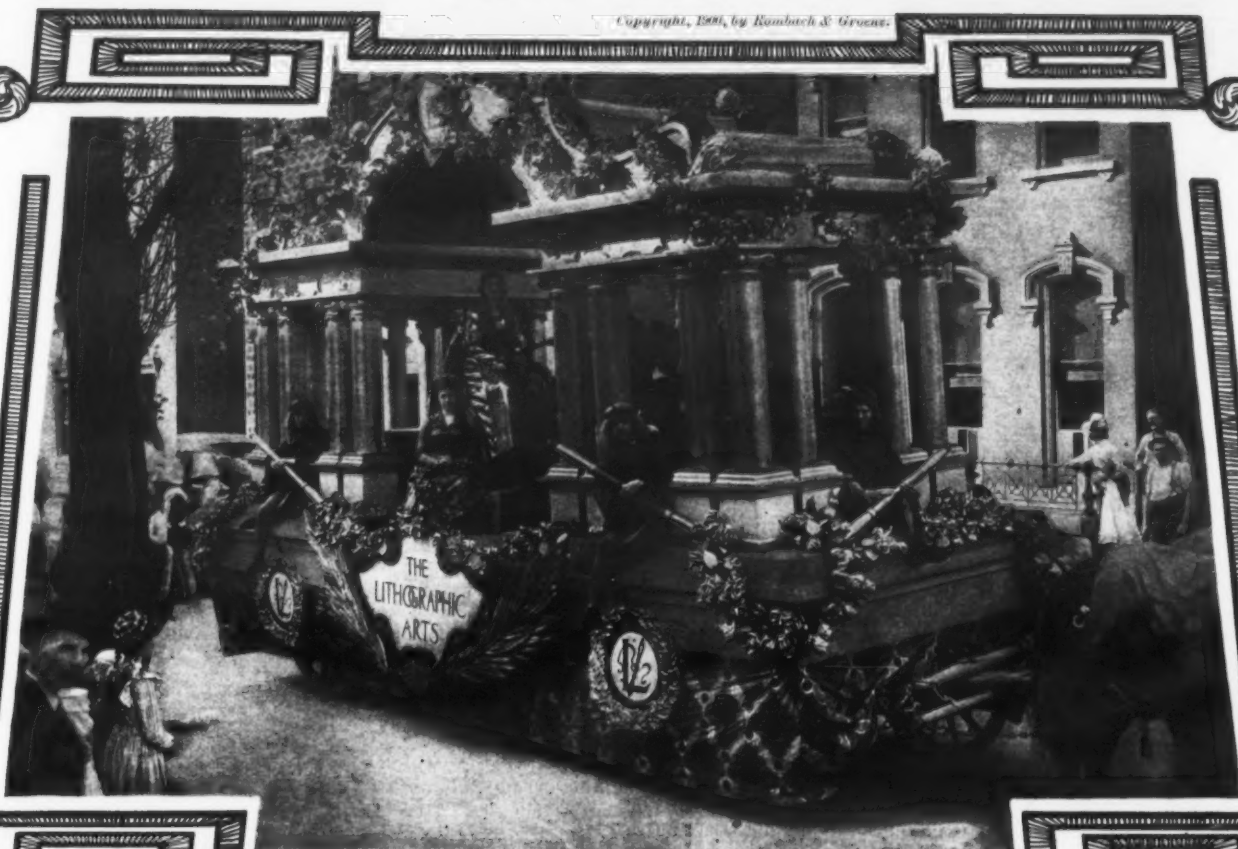
PAUL JONES, DESIGNER OF THE ARTISTIC POSTER FOR THE FESTIVAL.

ROBERT R. REYNOLDS, PROMINENT IN THE FESTIVAL PREPARATIONS.

N. L. PIERSON, WHO HAS STRIVEN TO MAKE THE FESTIVAL A SUCCESS.

JOHN A. RINGOLD, ONE OF THE MOST ACTIVE IN FESTIVAL WORK.

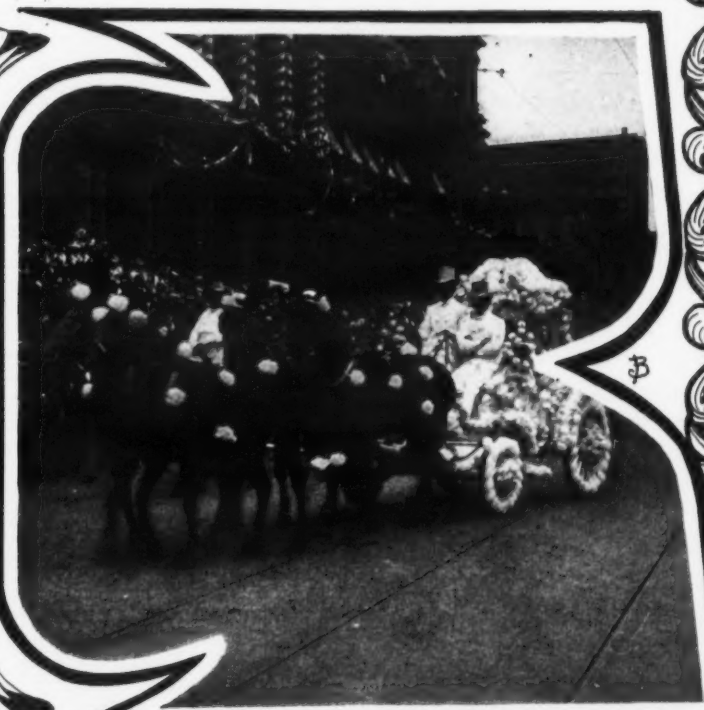
Photographs by Young & Carl, Cincinnati, O., official photographers for the Fall Festival.



FLOAT REPRESENTING LITHOGRAPHIC INDUSTRY, WHICH CAPTURED THE PRIZE OF \$1,000 FOR THE BEST DISPLAY IN THE MERCHANTS' AND MANUFACTURERS' PARADE IN 1900.



"BASKET OF BEAUTIES," A MUCH-ADMIRRED FLOAT IN A RECENT FLOWER PARADE.



CHARIOT OF BLOOM IN THE FLOWER PARADE OF 1901 PASSING THE DECORATED GOVERNMENT BUILDING.



BRILLIANT AND ORNATE FEATURE OF ONE OF THE CITY'S FINE NIGHT PAGEANTS.—Folger.



ONE OF THE MOST BEAUTIFUL AND NOTABLE FLOATS IN A NIGHT PAGEANT.—Folger.

CINCINNATI'S MAGNIFICENT FESTIVAL PAGEANTS.

FLORAL AND NIGHT PARADES CHARACTERIZED BY A WEALTH OF ARTISTIC AND SPLENDID DISPLAYS.

See opposite page.



CRITICAL MOMENT IN THE INTERNATIONAL YACHT RACE.

SAILORS CLINGING TO THE SLOPING DECK WHILE THE "RELIANCE" IS CLOSE-HAULED ON THE WIND.—Copyright, 1903, by James Burton.

The Fierce Moros Forced To Make Peace.

From a Special Correspondent of Leslie's Weekly.

MANILA, P. I., July 9th, 1903.

THE BRILLIANT campaign against the Moros of Mindanao is at an end. The Americans now occupy in peace every point of vantage in the island. Every sultan and datto has signed a treaty of peace, or has given, at last, some equally binding token of his lasting friendship with the American authorities. As a fitting mark of the glad ending of the fighting there, the Twenty-seventh Infantry—upon which the brunt of the Mindanao fighting had been forced since the first trouble began—has been relieved from the field and promoted to a station at Manila—which is the heaven of every soldier in the Philippines. Then, too, the young commander, Pershing, who, although but a mere captain in the Fifteenth Cavalry, has had actual command of all the fighting in Mindanao for the past year, has been dashed up the line of promotion. Recently the "hero of Mindanao" was ordered to report personally to Washington to occupy a much-coveted berth in the general staff, and the military journals have announced that his name appears among the next list of nominations for brigadier-generals to be submitted by the President to the Senate. After his return here from the field, the captain declared that, while it would be necessary to maintain troops in Mindanao for some time, there would be no more uprisings among the Moros. He also remarked: "Some foreigners in the Orient find fault with the work the Americans are doing there, but I think that within ten years these people will be forced into the line of our most enthusiastic supporters."

When this Moro campaign began, in the spring of last year, the American forces in Mindanao were in occupation of only those seacoast towns which the Spanish evacuation had placed in their hands—the Spanish never having been able to conquer these ferocious Moros. No thought of pushing into the interior was then held by the Americans—for the time being, at least—until the warlike Moros descended from the mountains and cut off the heads of a few harmless Americans who happened to be a mile or two from their posts. This started the campaign. Baldwin was then colonel of the Twenty-seventh and in command of the posts where the soldiers had been murdered. He secured permission to take measures of redress. But his movements were heavily hampered by the instructions of the diplomats at Washington, who knew nothing

of the peculiar conditions in then unknown Mindanao. Yet he forced the issue, and the crushing battle of Bayang, on May 2d, 1902, where 500 Moros bit the dust—and all too many Americans spilled their own blood—was the result. That battle made Baldwin a general, and General Davis, who was in command of the brigade in which Baldwin's column was a part, was rewarded by the President with another star on his shoulder-straps.

After Baldwin left, the command was given over to Captain John J. Pershing. It was not without severe criticism that General Sumner, who now commanded in Mindanao, allowed the command of so many troops at such a monumentally important point to be left in the hands of so young a man. But Sumner believed he knew his man. Events showed that he did. Pershing had already been in the island for two years, and knew more about the actual conditions than many of the superior officers who were anxious for his job. By mere diplomacy Pershing brought around over half the big sultans and dattos who were making so much trouble. Then when the others had been handled with kid gloves for a sufficiently long time, and had been given a warning and plenty of time to think it over, Pershing just doffed his ambassadorially cut clothes,

put on his campaign uniform and—simply wiped these sultans off the face of the earth. Now there is perfect peace at Mindanao. It has no guerrillas, no bands of ladrones, no smouldering fires of insurrection—for every man with a weapon on that island has had it shown conclusively to him that it is best for himself, his family, and his property to keep on the good side of the Americans. They have found out that the Americans didn't come to the place to steal their wives, their carabaos, or their houses. It took a great deal of patient persuasion on Pershing's part to win this victory over their minds—the presence of a formidable if peaceful-acting column of thoroughly armed soldiers possibly helping out the argument—but won it is. The regard in which Pershing is held by the Moros is indicated by the fact that these sultans and dattos bestowed on him the title of "Datto of Malinac," and clothed him with judicial powers.

What makes this Mindanao campaign which has lately closed so particularly remarkable is the fact that it took the commanders to pacify the island just an even twelve months, while up in the northern Philippines, where the people are not half so warlike, the trouble is not dead yet. And not one sound of complaint of harshness or other ill treatment by the Americans has been made by any of the natives in Mindanao. Everything has been fair and square and above board; everything has been done to show the Moros that we come not as arrogant conquerors, but as peaceful promoters of the mutual welfare. Then, too, this Mindanao campaign has resulted in comparatively little loss of life. There have been two great battles, with heavy losses on both sides. But considering the territory and the people, and the time and the peculiar conditions, the remarkable thing is that there has not been greater loss of life, and less decisive results. This conquest of Mindanao gives to our commercial interests a large country, about the size of Pennsylvania, with a soil that makes trees to-day out of telegraph poles the Americans planted only the week before; a country wonderfully rich in rare wood, practically untouched by human hands; mines of various kinds which only wait a shovel or two to make some men millionaires; and grazing country and coconut groves and rubber plantations and coffee plantations which would bring water to the mouths of the owners of even the famous plantations of Brazil and Venezuela. These are all new to the commercial world, for the Spanish never were able to catch even a sight of the wonderful country.

CHAUNCEY M. MCGOVERN.

Texas, the Cattle-Queen

THE star of empire on her brow,
A lariat in her hand,
And silver spurs upon her heels,
She rides in sun and sand.
She sleeps upon the open plains,
And wakes on breezy morns
Amid a storm of pounding hoofs,
A sea of tossing horns.

THE South may give her fruits and flow'rs,
The West her wheat and gold,
New England with her countless schools
The minds of millions mould,
The Middle States may buy and sell,
And rear their buildings tall,
And rule the commerce of the world,
But Texas feeds them all.

MINNA IRVING.



HUGE WRECKING CRANE LIFTING THE DEMOLISHED LOCOMOTIVE WHICH CRUSHED SEVERAL TO DEATH.—C. T. Benham.



ILL-FATED WILD ANIMALS FROM THE FAR TROPICS—THREE CAMELS AND AN ELEPHANT AMONG THE VICTIMS.—Don Day.

CIRCUS TRAIN IN A TERRIBLE WRECK.

OWING TO FAILURE OF BRAKES, TWO SECTIONS OF A TRAIN ON THE GRAND TRUNK ROAD CRASH TOGETHER AT DURAND, MICH., KILLING TWENTY-THREE AND INJURING SIXTY-FIVE MEN.

Growth, Development, and Industries of Cincinnati

By J. F. Ellison, President of Cincinnati Chamber of Commerce and Merchants' Exchange

"The Queen City of the West
In her garlands drest
On the banks of the beautiful river."

SURELY LONGFELLOW when he wrote this was looking into the future with prophetic eyes.

Queen city of the West she was in those days, and doubly queen of Western cities is she to-day, with none to dispute her title.

A little city when Longfellow, on one of her vine-clad hills overlooking the "beautiful river," penned his ode.

A city then, whose prosperity depended on the mercantile business that lay at her doors, and whose trade territory was limited to the country immediately surrounding.

To-day, a city the centre of more than half a million population, whose trade territory is bounded only by the confines of the civilized world.

In those days a mercantile and jobbing centre; to-day, a manufacturing and mercantile city, whose wares are known wherever the flag of commerce flies; a city with more factories and more diversity of output per capita than any other city in the United States.

Our forefathers, in heavily-armed and protected flat-boats, came drifting down the Ohio, which in their day carried only themselves and the war canoe of the red man, but which in our day transports the products of the richest valley that the sun looks down upon.

As the pioneers landed and built their stockades and cabins on these shores, they planned and builded better than they knew, for time, the great arbiter of all things, has proved that the site they selected (possibly at random) for a great city is geographically and climatically surpassed by none from the western slopes of the Allegheny mountains to the Gulf of Mexico.

As the river brought to Cincinnati its first settlers to found and upbuild a great city, so has the river been an ever important factor in the city's growth and prosperity. In early days, before all this broad land was girt with bands of steel, it gave to the city communication with and transportation to the east, the west, and the south; and it made Cincinnati the central distributing point for all the products of the valley of the Ohio. To-day, shorn of much of its pride of commerce by the "iron horse," the Ohio River still is a humble servitor and important factor in the material prosperity of the city which it built. Upon its waters there floats to-day the cheapest known movement of freight in all the world. Coal, the all-important factor in the success of every manufacturer, is brought down from the great fields of Pennsylvania and West Virginia by river for one-third of a mill per ton per mile. Think of it, you manufacturers who have settled in unfavored localities; consider what an unfailing, ever cheap fuel supply means; and if you want to come to us and enjoy the benefits that the "beautiful river" extends to the dwellers on its banks, our hands are extended in welcome to you.

Three classes of men are interested in the business outlook of a city—the man with money to invest in manufacturing, the man who desires to go into mercantile business, and the man seeking employment.

To the first we have shown his opportunity to avail himself of what is of prime importance, and we say to him also that here in Cincinnati he will find the cheapest raw materials to be found anywhere in the middle West. If he wants wood, Cincinnati is the largest hardwood lumber market in the world. If he wants iron, Cincinnati handles twenty per cent. of the pig iron of the United States. Transportation we have in abundance—competing railway lines to all the cities of this country, to the eastern seaboard, and the ports on the Gulf coast. If his wares are intended for export, Cincinnati is the leading inland export city in the world.

Our banking facilities are unsurpassed. Our city credit is of the best. Ours is one of the very few cities of the country that can float three per cent. bonds above par. Ours is the only city in the United States that owns a railroad, the income from which will in time pay off our city debt.

To the man who desires to enter the mercantile field, either wholesale or retail, we say that within a radius of 600 miles of Cincinnati live eighty per cent. of the 55,000,000 white population of the United States, presenting a field unsurpassed for the wholesaler.

To the retail merchant this city offers,



J. F. ELLISON, PRESIDENT OF THE CINCINNATI CHAMBER OF COMMERCE AND MERCHANTS' EXCHANGE.—Somers.

by its location in such a centre of population, facilities recognized at a glance. Itself a great city of wage-earners, it is surrounded on all sides by suburban towns and villages, with urban and interurban traction lines branching in every direction from a common centre. Its already great retail market is steadily growing and expanding.

No spirit of petty jealousy prevails among Cincinnati merchants, and honorable competitors, no matter what their line or where they come from, are made welcome. As an evidence of unanimity of good-fellowship, the two leading commercial organizations not only of this city, but of the State—the Cincinnati Chamber of Commerce and the Business Men's Club—dwell in peace and harmony under the same roof. Each organization has a membership of over 1,000, that in the past never has failed to work together as one whenever the question was one affecting the "honor and glory of Cincinnati."

To the seeker of employment and to the wage-earner of either sex Cincinnati offers for all who apply good wages, steady work, cheap living, and comfortable homes. According to statistics, but one city in the world—and that one not on this continent—is as cheap a primary market for provisions and table supplies as Cincinnati.

Cincinnati is essentially a city of homes, and to the home-seeker and builder offers facilities afforded nowhere else; for notwithstanding the high price of real estate in the business districts, made so by the vigorous building boom that has prevailed for the past three years, the price of home locations on our beautiful hilltops has not advanced proportionately. Cincinnati, as everybody knows, is celebrated for the beauty of her hill-top resident districts.

Our public and private schools are conducted upon the highest plane of efficiency. Our university and college of music have reputations that are national.

Cincinnati, the leader among the cities of the middle West in business enterprise, has not devoted itself entirely to the sordid money-making things of life, but holds and has long held first place in finer things—in

music and in art. Twenty-five years ago Cincinnati built that which is to-day the largest building of its kind in the world—our famous Music Hall. Our conservatory of music and its kindred branches of musical instruction are known throughout the land, and this city has added many names to those that are famous in the musical world.

No art exhibit in either the new or the old world would be complete without it showed pieces of our Rookwood Pottery, an institution we are duly and truly proud of.

One of the characteristics of the Cincinnati business man is modesty, and with a due regard for that we do not feel like claiming all the best things in business and social life for our city, but we content ourselves with pointing out only a few more things in which we excel:

This is the most extensive liquor market in the world. We lead the world in the manufacture of machine tools and wood-working machinery.

We make more laundry machinery than any other city in the world.

We are the first city in point of grade and second in number of ladies' shoes manufactured.

The largest tannery in the world is located here.

More harness is made here than in any other city.

Cincinnati leads all the cities of the world in the manufacture of flags. London, Paris, and Berlin have been decorated time after time with Cincinnati-made flags, and the chances are that "Old Glory" whether it waves over a housetop in this country or is carried by a regiment of "our boys" in the far-off Philippines, was made in Cincinnati.

Cincinnati leads the world in the manufacture of office fixtures, filing devices, etc.

This city is the second city in the Union in the diamond-cutting industry.

One-third of all the vehicles made in the United States is manufactured here.

And "the beer that made Milwaukee famous" takes second rank to that made in Cincinnati.

But why go on? Have we not shown you that Cincinnati worthily wears the crown of the Queen City of the West. And through LESLIE'S WEEKLY we extend to you and to the world an invitation to visit us; investigate, if you will, and see if all the statements we have made are not borne out in fact. Trade with us if you find it to your advantage; and if you will cast your lot and live with us, we promise and guarantee a welcome and helping hand in any worthy enterprise you may see proper to inaugurate.

A Colored Man's Remarkable Book.

WHILE IT may well be doubted whether Professor Du Bois's new book, "The Souls of the Black Folk," will be of much value in the solution of the vexed negro problem, it will be generally conceded that it is a remarkable work, the product of a keen and powerful mind endowed with rare literary gifts. So far as scholarship and literary genius are concerned, Professor Du Bois is the superior of Booker T. Washington, although not equal to the famous Tuskegee educator in the qualities going to make an inspiring, masterful, and successful leader of his people. Mr. Washington's policy is constructive and imbued with a cheerful and optimistic spirit. The writings of Professor Du Bois are pervaded with a note of bitterness and despair. "The Souls of the Black Folk" may be characterized as the bitter cry of a man possessed of the sensitive nature, the intellectual gifts, the mental capacities that belong to the best and most cultured of the white race, but doomed because of the accident of color to suffer all the galling indignities, the social ostracism, the unjust discriminations which

are heaped upon all who have the taint of the African upon them. Only a heart incased in impenetrable prejudice can read this volume and not be moved to profound pity for the "souls" whose miseries find utterance in its pages. Professor Du Bois is a native of Great Barrington, Mass. He was graduated at Fisk University in 1888, and two years later at Harvard, receiving from the latter university in 1895 the degree of Ph.D. After a period of study abroad, Professor Du Bois was appointed professor of economics and history in Atlanta University.



THE PIANO FACTORIES OF THE BALDWIN COMPANY AT CINCINNATI. (GRAND PRIX, PARIS, 1900.)

Sensational Frauds in the Public Service

The Whiskey Conspiracy and the Belknap Case—Star-route Crookedness—Many Prosecutions and Few Convictions.

By Charles M. Harvey.

THEODORE ROOSEVELT in his effort to cleanse the postal service is very far from being the first President who has been confronted with crookedness among Federal office-holders. In his second annual message to Congress in 1838, President Van Buren said that "a change in the office of collector in one of our principal ports has brought to light a defalcation of the gravest character," the particulars of which he promised would be laid before Congress by the Secretary of the Treasury, the President adding that it was clear that the collector "commenced abstracting the public moneys shortly after his appointment, and continued to do so, progressively increasing the amount, for more than seven years."

The defaulter referred to by Van Buren was Samuel Swartwout, his post was that of Collector of the Port of New York, and the amount of his stealings was \$1,200,000, which, on the scale of the government's operations of those days (the government's revenue averaged annually about \$30,000,000 during the years in which Swartwout was in office, as compared with \$559,000,000 in the fiscal year 1903) would be about equal to \$22,000,000 to-day. This was not the first instance of monetary crookedness in an important Federal office, but it was more notorious than any which preceded it, and, after its discovery, it attracted more attention for a year or two than did any of the national steals which came since then. Washington and Adams each removed one defaulter, and Madison turned three out.

But Swartwout was a far more picturesque personage than was any of his forerunners or imitators in wrongdoing. The son of Abraham Swartwout, a Revolutionary soldier of note, and the brother of Robert, who held an important military command in the war of 1812, and who was a leading merchant of New York City afterward, Samuel belonged to a family which was prominent in the affairs of the Empire State. He himself figured in Aaron Burr's piratical, or alleged piratical, demonstration along the Mississippi in 1805; was tried on a charge of treason, but acquitted; served in the war of 1812; became a merchant in New York later on, and was a conspicuous politician onward till his death, in 1856.

A member of the Albany Regency, and a believer in the Marcy doctrine that "to the victors belonged the spoils," he gave that principle a practical application such as neither Marcy, Van Buren, Flagg, nor any other of the Regency's chieftains favored. Writing from Washington to Jesse Hoyt, in New York, immediately after Old Hickory entered the presidency in 1829, Swartwout said: "No d— rascal who made use of his office or its profits for the purpose of keeping Mr. Adams in and General Jackson out of power is entitled to the least lenity or mercy save that of hanging. Whether or not I shall get anything in the general scramble for plunder remains to be proven, but I rather guess I shall."

And he did. Against the advice of Van Buren, Secretary of State, repeatedly and emphatically given, Jackson appointed Swartwout collector of the port at New York, the post of all others in the government service of that day where the chance for speculation was greatest and the danger of detection smallest. The result is outlined in that expression in Van Buren's message already quoted, but the result did not become known until after Jackson was out of office. Not only did Swartwout steal \$1,200,000, but the United States District Attorney at New York made away with \$72,000, and there was a general epidemic of filching among land officers, postmasters, and other Federal officials, almost all of whom were Jackson's appointees.

By one of politics' exquisite ironies, the thing which would have been prevented had Van Buren's protests been heeded was one of the causes of his overthrow. Swartwout's steals during Jackson's Presidency, supplementing the panic of 1837, for which Van Buren also was not responsible, was one of the causes of Van Buren's defeat in attempting to secure re-election in 1840, and one of the factors which incited the avalanche which swept "Tippecanoe and Tyler, too," into power.

The Civil War and reconstruction period's social dislocation incited a carnival of fraud vastly larger in gross amount than that of the Jackson-Van Buren era, though not greater in proportion to the sums of money handled by the Federal officers. Historically, the most important of any of the latter steals were the whiskey conspiracy and the Belknap post-tradership crookedness. The whiskey ring had its headquarters in St. Louis, but it extended to Chicago, New Orleans, Milwaukee, Peoria, and Cincinnati.

The St. Louis Merchants' Exchange's figures of whiskey shipments from that city in 1874 showed a shortage of about \$1,200,000 in the amount of taxes paid into the treasury thereon in that year. This incited a secret investigation, as a result of which the government officers, on May 10th, 1875, in St. Louis, Chicago, and Milwaukee, simultaneously seized sixteen

distilleries and as many rectifying houses. Others were taken possession of immediately afterward in different parts of the country; and 238 persons were indicted. President Grant indorsed the papers in one of the cases with the injunction, "Let no guilty man escape." General O. E. Babcock, the President's private secretary, was one of the persons indicted, but on the trial he was acquitted. Immediately afterward, however, Grant removed him, and put another secretary in his place. Many of the trials took place in Jefferson City, the capital of Missouri, in the fall of 1875, and a number of convictions were secured, the most important of which were those of John A. Joyce, internal revenue special agent, John McDonald, supervisor of internal revenue, and W. O. Avery, chief clerk in the Treasury Department.

The prosecutions were vigorously pushed by Benjamin H. Bristow, Secretary of the Treasury. Although Bristow was unable to proceed with his work as far as he desired, the whiskey ring was killed. Bristow resigned from the Cabinet in June, 1876, was an aspirant for the Republican nomination for President in the convention which met in Cincinnati in that month, and received 113 votes on the first ballot, as compared with 285 for Blaine, and 125 for Morton, of Indiana. Bristow's vote went up to 126 on the fourth ballot, but Hayes, who was far down on the list at the outset, was nominated on the seventh ballot. Bristow retired to New York City, where he practiced his profession as a lawyer, dropped out of public view, and died in obscurity there a few years ago. None of the evidence on any of the trials of 1875 and 1876 showed any complicity on Grant's part in the whiskey frauds.

About the time that the whiskey conspiracy was being assailed in the courts, or in February, 1876, it was discovered that General William W. Belknap, Secretary of War, had for several years been receiving money for the appointment and retention in office of the post-trader at Fort Sill, Indian Territory, the amount involved being \$24,450. On March, 2d, 1876, the House of Representatives voted unanimously to impeach him, but a few hours earlier he resigned his office, and President Grant accepted the resignation. He was tried before the Senate, pleaded that he was no longer a civil officer of the United States, and consequently not liable to impeachment, and, as a two-thirds vote was not obtained in the Senate against him, he was acquitted.

At the outset of President Arthur's service he was confronted with frauds in the postal service fully as large as those in the Postal Department which are receiving President Roosevelt's attention at this moment. These were in the star-route service, the routes over which, from lack of railroad or steamboat facilities, the mails have to be carried in a wagon or on horseback, and which, on the books of the Post-office Department, are marked with a star (*). Second Assistant Postmaster-General Thomas J. Brady, several subordinates in the Post-office Department, Senator Stephen W. Dorsey, of Arkansas, and others were accused of conspiring with mail contractors to defraud the government. The combine controlled 134 mail routes originally, upon which, under their contracts, they would get \$143,169. By increasing the number of trips beyond what the locality required, and by "expediting" them, the pay was increased to \$622,809. On one route the pay had thus been expanded from \$398 to \$6,133, while the government received only \$240 in revenue therefrom.

Brady resigned on April 20th, 1881, six weeks after Garfield entered office, and five months before Garfield's death put Arthur in the White House; J. L. French, one of Brady's clerks, was removed on April 26th, and Sixth Auditor McGrew, of the Treasury, who had supervision over the post-office accounts, resigned on June 2d. Postmaster-General Thomas L. James, assisted by Attorney-General Wayne MacVeagh, pushed the cases vigorously against the accused, and their work in this direction was effectively supplemented by their successors in Arthur's administration—Timothy O. Howe, who followed James in office, and Benjamin H. Brewster, who took MacVeagh's place.

Indictments early in 1882 were found against Brady, Senator Dorsey, John W. Dorsey, John M. Peck, and John M. Miner, who made bids; H. M. Vaile, a sub-contractor; M. C. Rerdell, Senator Dorsey's secretary; Turner, a clerk in Brady's office, and others. The jury disagreed in the case of the Dorseys, Brady, and Vaile, some of the others were found guilty, and others were acquitted. In the new trials granted, where a verdict of guilty was found and where the jury disagreed, a verdict of acquittal was afterward rendered, although Rerdell turned State's evidence and pleaded guilty. In 1883 Brady was indicted on another star-route contract, and a bill was brought against ex-Senator William Pitt Kellogg, of Louisiana, in the same case. They failed of conviction, but the corrupt conspiracy was broken up.

In his last annual message to Congress President Harrison, in 1892, felicitated the country on the fact that during his administration "public revenues amounting to \$1,414,079,292 have been collected and disbursed without loss from misappropriation, without a single defalcation of such importance as to attract the public attention." Despite the Swartwout, the whiskey ring, the star-route, and other disclosures of financial crookedness, honesty is the rule and dishonesty the exception in the public service. In proportion to the sums of money which have been handled, the embezzlements among officers of the national government are less than they are in private station. Moreover, a little more attention is given to them when they occur under Republican administrations, as in the present instance, than when they take place in Democratic days.

No revelations of fraud of serious dimensions were made in the government service after the star-route ring was broken up twenty years ago, until the disclosures of to-day in the Post-office Department were brought to light. The prosecutions in the past have not led to many convictions, but President Roosevelt has both the incentive and the opportunity to follow the example of his predecessors, Grant and Arthur, in the vigorous enforcement of the law, and, as far as the evidence will permit, he will be governed by the injunction, "Let no guilty man escape."

English Railroads and Ours.

IT IS THE current belief that our American railroads are vastly superior to the roads of every other country in the world, and so they are in most respects, but not in all. Our baggage-check system is a great convenience which foreign roads seem unaccountably slow to adopt, and we supply travelers with many comforts and conveniences not to be found elsewhere. But in the very important element of safety English roads are much superior to our own. Recent statistics have been published showing that scarcely a single fatality to employes occurred on the English roads last year, whereas the death list of railroad employes in this country ran up into several thousands. Fast railroad travel is attended with more peril with us than in European countries. This is because our lines of rail are not defended as they are abroad. In England, for instance, the railroad is closely fenced or walled, and generally runs in a sunken way or along an embankment. Where it goes through a town it does so by means of subways and tunnels, and at almost every point the road crossings are effected on bridges. Where a grade crossing exists it is carefully watched and strongly guarded by gates and watchmen. A train can run for a hundred miles on one of those English roads without encountering obstacles or incurring damages. In our open country the defenses are so few that the engineer is kept under strong tension all the time.

American companies are more considerate to their patrons in one essential than the foreign companies are. They contrive through trains between important points, and this enables us to promise the running of long distance trains in the future at a better rate of speed than that on the English roads. In England, for example, it is a general custom to send trains on runs only between the principal cities, and at each one of these cities the traveler gets out and waits for another train to be made up. There are through trains from London to Liverpool, and from London to Edinburgh; but if one wants to go to Durham, for example, he may have to change four or five times, albeit the way is as straight as that from New York to Washington. Recently the English have been running some pretty fast trains, but our system has so many advantages that after the abolition of grade crossings—a reform that is already beginning—we shall unquestionably run the fastest passenger trains in the world, and run them in comfort and safety.

For Nervous Women.

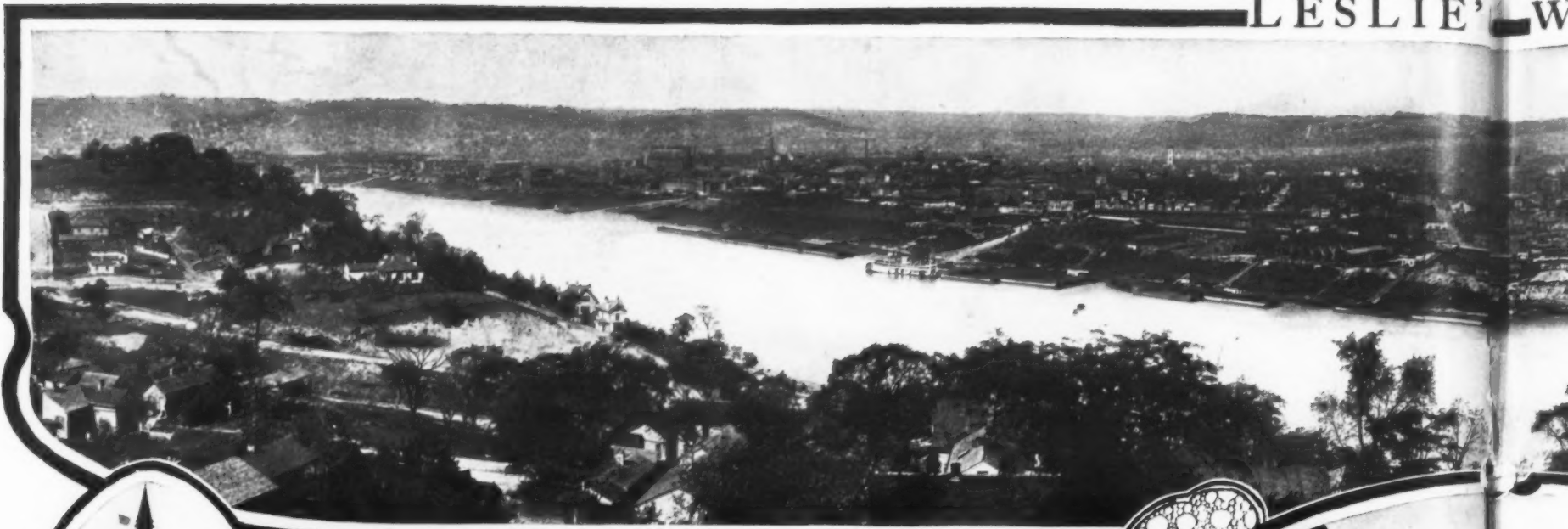
HORSFORD'S ACID PHOSPHATE.

It quiets and strengthens the nerves, relieves nausea and sick headache, and induces refreshing sleep. Improves the general health. Its benefits are lasting.

The Infant

takes first to human milk; that failing, the mother turns at once to cow's milk as the best substitute. Borden's Eagle Brand Condensed Milk is a cow's milk scientifically adapted to the human infant. Stood first for forty-five years.

RESIDENCE Telephone Service pays for itself in carfare saved. It saves time, too. Low rates. Efficient Service. New York Telephone Company, 15 Dey Street.



MAGNIFICENT PANORAMIC VIEW OF CINCINNATI, ONE OF THE MOST OF THE ORIGINAL



WATER-TOWER IN ATTRACTIVE EDEN PARK.



OHIO RIVER CURVING GRANDLY—CINCINNATI'S LUMBER DISTRICT IN FOREGROUND; COVINGTON, KY., ACROSS THE STREAM.



HALL OF STATUARY IN THE CITY'S COSTLY MUSEUM.



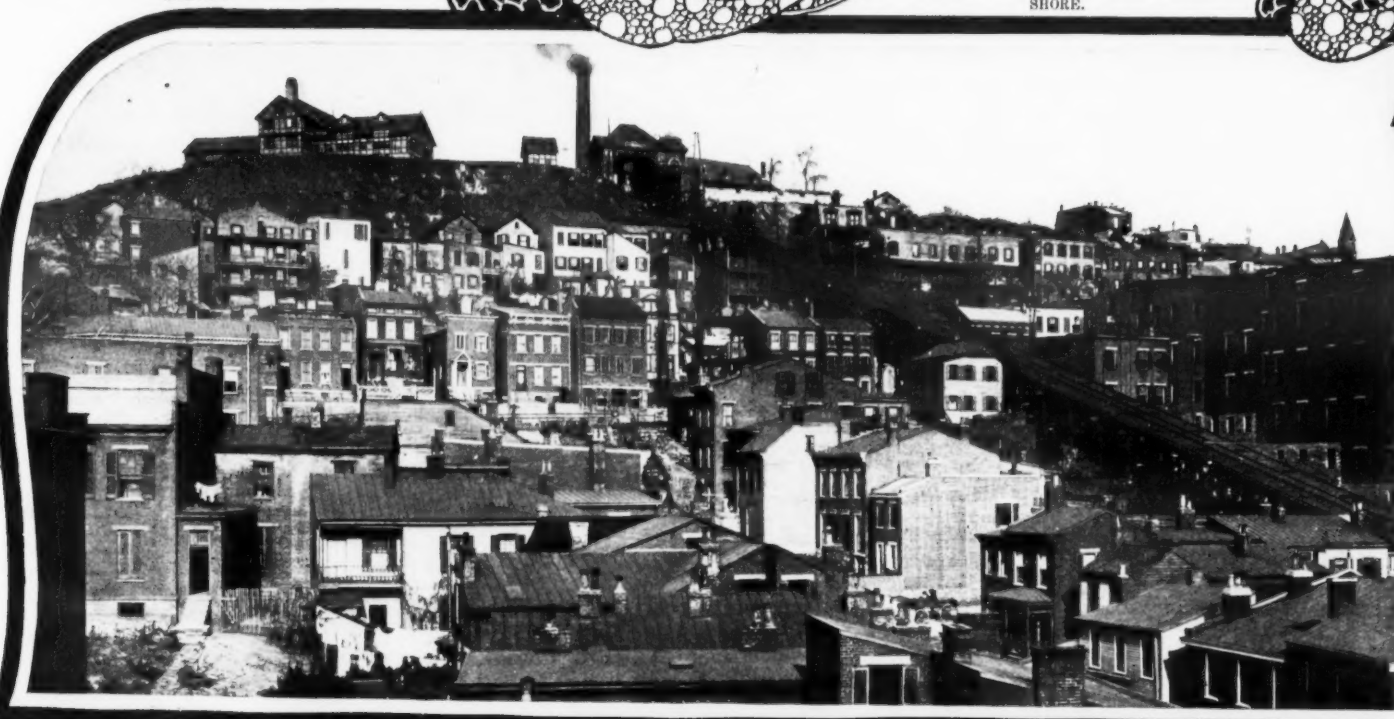
CAMPING OUT ON THE OHIO'S SANDY SHORE.



READING ROAD THE FASHION SECTION.



BUSY STREET IN CINCINNATI—A VIEW CORNER OF 8th AND WALNUT.



MT. ADAMS INCLINE, ON WHICH TROLLEY-CARS ARE ELEVATED FROM THE BUSINESS TO THE RESIDENTIAL DISTRICT.—Courtesy of Kraemer's Progressive Cincinnati.



DARING DIVERS AT THE CINCINNATI BOAT-BATH.

CINCINNATI, THE MOST PROGRESSIVE
SCENIC ATTRACTIONS AND SOCIAL AND BUSINESS ACTIVITIES OF THE OPULENT AND



PROSPEROUS CITIES OF THE BUCKEYE STATE, A PICTURE ONLY TWO PRINTS OF WHICH EXIST.



NG ROAD THE FASHIONABLE RESI-
THE SECTION.



LOADING IMMENSE CONSIGNMENTS OF KENTUCKY WHISKEY
ON STEAMBOATS AT THE RIVER FRONT.



ESPLANADE,
KNOWN AS "THE
FOUNTAIN," A
FAVORITE BREATHING
SPOT IN THE HEART
OF THE CITY.



SATURDAY AFTERNOON IN MIDSUMMER AT CIN-
CINNATI'S BATHING BEACH ON THE OHIO.



CROWD LISTENING TO A CONCERT IN EDEN PARK
ON SUNDAY AFTERNOON.

MEET IN CINNATI—A VIEW FROM THE
CORNER OF BELL AND WALNUT STREETS.



TOWING COAL DOWN THE OHIO TO CINCINNATI—BARGES IN ONE TOW CONTAIN 45,000 TONS.

AT THE CIRCUS BOAT-HOUSE ON THE RIVER.

RESIDENT CITY OF THE MIDDLE WEST.

POPULANT AND RAPIDLY GROWING METROPOLIS OF SOUTHERN OHIO.—See page 202.



CHAPTER I.

KI, YI! Lawd bress mah soul! Marse Bill, whaffo' yo' come lungin' out'n de bresh lack dat, eh? I's berry ole an' tottery, an' yo' mighty nigh skeer de life out'n me! 'Tain't right foh young white gemmen ter go traipsin' 'roun' froo de woods wif a gun on dey shoulder an'—an'—

Um-m-m-m! I's 'bleedz ter set down an' res' mahse'f on dish yer ole gum-tree log. Mah gizzud done floppin' 'roun' in mah breas' lack a roos'er wif his haid on de wrong side de choppin' chunk!

Eh? Wha' dat? Lef' a' possum up ter de cabin foh me? Bress gracious honey, but yo' sho' am de bes' boy I ebber sot eyes on! Yes, sah. Yo' des' 'minds me ob yo' daddy—whar we all called Marse Jim—wif yo' kine haht an' mischiever-some pranks. Yo' do dat.

Haw, haw! I 'clar to goodness, Marse Bill, yo' mos' skeer de kinks out'n de ole nigger's wool! He, he! Dat a mighty fine joke. Haw, haw, haw! Yo' des' de livin' image of yo' daddy, Marse Jim. Yes, sah. Yes, indeedy. . . . Long ergo—long ergo! Um-m-m! bress de Lawd! de 'simmon trees we clumb dem days all rotted down an' tu'ned back to dus'. Yeus. Mos' all dem peoples done tu'n to dus', too. Well, well! it sho' do s'prise me dat eb'rybody whar young an' lubly dem days am dead an' in dey graves; an' wuffless ole nigger, he libbin' an' er-libbin', an' 'pears lack he ain' nebber gwine die.

Lawd, Lawd! dat de way it go in dish yer ole worl'. De earlies' frost nip de mawning-glory, but de jimpson weed las' plumb 'twel Christmas. Des' let de cholery get inter de bahnyahd an' de bes' ob de flock wilts erway lack a snow-drap in de hot sun; but de tough, stringy, no-count ole Shanghai roos'er, he des' flop his wing an' crow an' hab de bes' ob health an' 'joy hisse'f 'mazin'. Yes, indeedy. We'se bawn to die! Lawd, we'se bawn to die!

'Bout Marse Jim? Yeus, honey. I gwine tole yo' 'bout yo' daddy bime-by. Des' yo' gib yo' ole Unk' Ben time, Marse Bill; gib 'im time ter staht his breff ter goin' reg'lar. Ole nigger ain' so servigrous as he am fohty or fifty yeah ago, an' he 'bleedz ter be mighty keerful ob his breff. Mighty keerful, foh a fac'.

Well, sah, I 'clar to Moses I done tuck yo' foh young Marse Jim when yo' kim a-bulgin' out'n de bresh dat-er way! Yes, sah. Skeered me kaze I bleebed I seed a ghos' f'om dat time long ergo when yo' daddy an' me was young an' soople, same as yo' is now, honey. Done 'minded me ob dat ar time right heah by dis ole fallen gum-tree—it was strong an' green dem days, but de ear-wigs an' antymires done chawed hit inter dus' same as—

Dat's a long time! A long time! . . . Des' afo' de wah, yo' daddy an' me we's tearin' 'roun' lack two young colts, coon-huntin' wif de niggers an' 'joyin' ourse'ves. Marse Jim he's berry wil' an' headstrong; an' he fight wif his fis' or his hoss-pissle or his s'o'd lack he berry fond ob it. Yes, sah. 'Pears lack he 'bleedz ter fight oncet in er while, else he gwine hab a bad sick spell. I always 'roun' dar some'ers w'iles he doin' dat, but I ain' fight much kaze I pow'ful skeered ob sich doin's; 'sides dat, I's a heap sight better runner dan I is a fighter. Dat I is.

Well, we des' a-goin' on like dish yer, 'twel one day de ole kerridge rattle up to de do', it did, an' out step Miss Ethel Wolford, Marse Jim's cousin f'om New Yawk.

Honey, dat gal de sweetes' dat ebber slap her heel erlong dese yer roads! Yes, sah. Marse Jim he plumb gone de fus' sight. Yo' nebber see sich er change in all yo' bawn days. One minyit he de rampagenest critter in de whole neighborhood, an' de berry nex' minyit he so meek an' good dat yo' 'bleedz ter shed tears er-lookin' at him. Yes, sah. An' he foller Miss Ethel 'roun' lack er pet hoss atter a lump o' sugar. He tuck her ter chu'ch, he did, an' hoss-back rides an' fox hunts—des' as stiddy as er ole Baptis' preacher whar got one foot inside de heabenly gates an' de tudder one sneakin' erlong close ahine!

Co'se I's good, too. He, he, he! I doan' steal 'simmons so much, an' I des' whirl in, I did, an' stahted co'tin' dat li'l yaller Tildy Snowflake whar b'long to

ole Kunnel Peaselee 'crost de ribber. I's co'tin' dat gal mos' sevengeable, an' takin' her 'possum an' water-million an' roas'in' ears an' yams monst'us 'fectionate. Marse Jim an' me we sho'ly war tur'ble good! Yes, indeedy.

Den come de wah. Ah, honey, yo' all doan' know nuffin' 'tall 'bout trouble.

Miss Ethel, she's Yankee all de way froo. Dat make it mighty haht foh Marse Jim, kaze he bawn an' raise in de Souf, an' he 'bleedz ter go dat way. Dey bofe keerful dat dey doan' talk 'bout dat wah; but

She say yes, she gwine get ou' er dat in an hour. "But, Ethel," says Marse Jim, "ain' we done treat yo' good? Ain' yo' an' me de bes' ob frien's? Stay an' holp tek keer de ole folks!"

Miss Ethel draw herse'f up. "Yo' all is my frien's," she 'low, "but yo' is de inemies ob my country! I got ter go."

My, my! honey, I kin see her yit—de sun on her hair an' her blue eyes lookin' straight inter Marse Jim's. I's layin' still in de bresh skeered an' anxious.

Marse Jim come closteter, an' I see a little ob dat ole debblement er-twinklin' in his eyes.

"So we's inemies, is we?" he arsk.

Miss Ethel she look sort er teary; but she swaller somepin' an' say, "Yes."

"Den I gwine mek my fus' capture!" says Marse Jim; an' 'fo' Miss Ethel know whut he gwine do he done kotch her in his ahms an' hol' her tight, wif her head res'in' on his shoulder an' his han'some face smilin' inter hers, 'bout free or fo' inches erway. I 'clar to gracious I did b'lieve he gwine kiss her. Sho'! It do s'prise me he ain' kiss her, an' I doan' unnerstan' it yit.

"Ethel," he say, an' he voice mighty low' an' sof'; "Ethel, yo' de sweetes' inemy dis po', wretched, onworthy feller ebber gwine hab! Marry me, Ethel," he say, "an' stay here 'twel I come back!" Den he go on an' tell her how much he lub her, w'iles I lissen an' tuck all dat fine talk erway back in mah haid so's I kin tole it to Tildy Snowflake.

Des' a minyit she lay dat-er way. Den she 'gin ter struggle.

"Lemme go, Jim!" she say. Marse Jim smiled joyful-like w'en he heah dis; foh it de fus' time she ebber call him "Jim." So he des' hol' her tighter an' ben' down 'twel his moustache tickle her nose.

"Does yo' s'render?" sez 'e. Den she clap her li'l han' ober his mouf, an' her eyes blaze froo de tears. "Yo' is a Southern gentleman," she say, "an' yo' won' kiss me erginst mah will! Lemme go!"

Well, sah, w'en Marse Jim heah dat he drap her lack a hot 'tater, an' take off his hat monst'us p'lite. "I ax yo' pahdon," he say; "but yo' is sendin' a mighty sore haht erway ter de wah!" Den he bow an' walk erway, stiff as a ramrod. He ain' gone far, though, w'en he done look back an' see Miss Ethel sobbin' lack she gwine break her haht. Marse Jim stan' still a minyit lack he dunner know des' whar bes' ter do. Den he run back wif de tears in his own eyes an' hol' out his ahms.

I 'clare I's de mos' s'prised nigger in de whole worl'! Miss Ethel look up wif her face all swell' an' teary, an' she ac' lack she gwine scol' him some mo'. Den, bress gracious! she done gib a li'l cry an' flung her ahms aroun' Marse Jim's neck an' kissed him lack it de las' time. Atter

dat she run erway to'ds de ole house, an' Marse Jim he stan'in' dar lack he been stun wif a brick-bat. Bime-by he walk erway inter de woods, an' I stahted off ter hunt annerer watermillion, kase I feelin' pow'ful sorry. Des' as I clumb ober inter de lane de ole kerridge whirled by, an' I done kotch a glimpse ob Miss Ethel settin' inside, all white an' mizzabul.

I wen' back ter de house w'en I done finished mah watermillion, an' ole missus sen' me up inter Miss Ethel's room foh somepin' 'nerrer. W'iles I's projickin' 'roun' tryin' ter fin' it, I see somepin' white layin' on de flo'; an' bress mah soul! it's a picture ob Miss Ethel herse'f! Yes, sah; des' hersweet face er-smilin' up at de brack nigger mandes' de same 's if dar nebber no sich t'ings as wah an' sich.

Now I's nebber berry shahp; but somehow somepin' seem ter say ter me "Ben, yo' des' take dat fotygrab an' gib it straight ter Marse Jim!"

I done foun' him in de grape yarber. "Marse Jim," I 'low, "I done pick dis up in Miss Ethel's room." Den I tu'ned erway, an' I 'zamed de grape-vines mighty 'ticular. I doan' even tu'n 'roun' w'en I heah Marse Jim sort er gulp lack he done swaller a fish bone. Atter w'iles I look—an' dat fotygrab done gone!

De nex' mawnin' Marse Jim call me up an' say I's gwine erlong er him ter de wah, kaze I de onliest nig-

Continued on page 211.



"MISS ETHEL DRAW HERSE'F UP. 'YO' ALL IS MY FRIEN'S,' SHE 'LOW, 'BUT YO' IS DE INEMIES OB MY COUNTRY! I GOT TER GO."

dey's gloomerin' 'roun' lack dey studyin' 'bout it a heap. Bime-by de stawm bruk. De hull country des' er-bilin' lack a kittle er 'possum soup. Marse Jim come a-ridin' home one day wif a bran' new gray unifawm, an' he 'splain dat he gwine j'ine his rigiment de berry nex' day.

Miss Ethel ain' say nuffin, but she des' go upstairs an' pack her trunk. Dey was gloom den, sah; dey was bar'ls an' bar'ls ob gloom. Dar was white women an' brack women an' yaller ones squallin' an' snortin' all ober de house, kaze de hull plantation pow'ful gone on Miss Ethel. She beller, too; yes, sah; she pow'ful sorry, but she won' hab no mo' truck wif Marse Jim in his new unifawm, kaze she 'low he's de inemy ob her country. Marse Jim he tur'ble hurt, an' sho's you's a-libbin', I see two tears a-sneakin' down his nose. Den I wen' erway an' stoled a watermillion an' hid in de bresh un'neath dish yer ole gum-tree.

Atter I done et dat watermillion I still feelin' so gloomersome I 'bleedz ter sleep. Den, bime-by, I heah somebody walkin' slow along de paf', an', by golly! dar Miss Ethel goin' 'long by her lone se'f.

W'iles I's watchin' her de bresh sudden pop open an' Marse Jim jumped out—same 's you did er while ergo, Marse Bill—an' he come up to Miss Ethel smilin' mighty sad. "Ethel," he say, "is yo' sho' gwine Nawf?"



LARGEST HOTEL ON LAKE CHAMPLAIN, HOTEL CHAMPLAIN, AT BLUFFS POINT, PLATTSBURG, N. Y.
Mrs. E. E. Trumbull, New York.



MONUMENT (AT LEFT) AT DUBUQUE, IA, OVER THE REMAINS OF JULIAN DUBUQUE, FOUNDER OF THAT CITY.—N. A. Erber, Iowa.



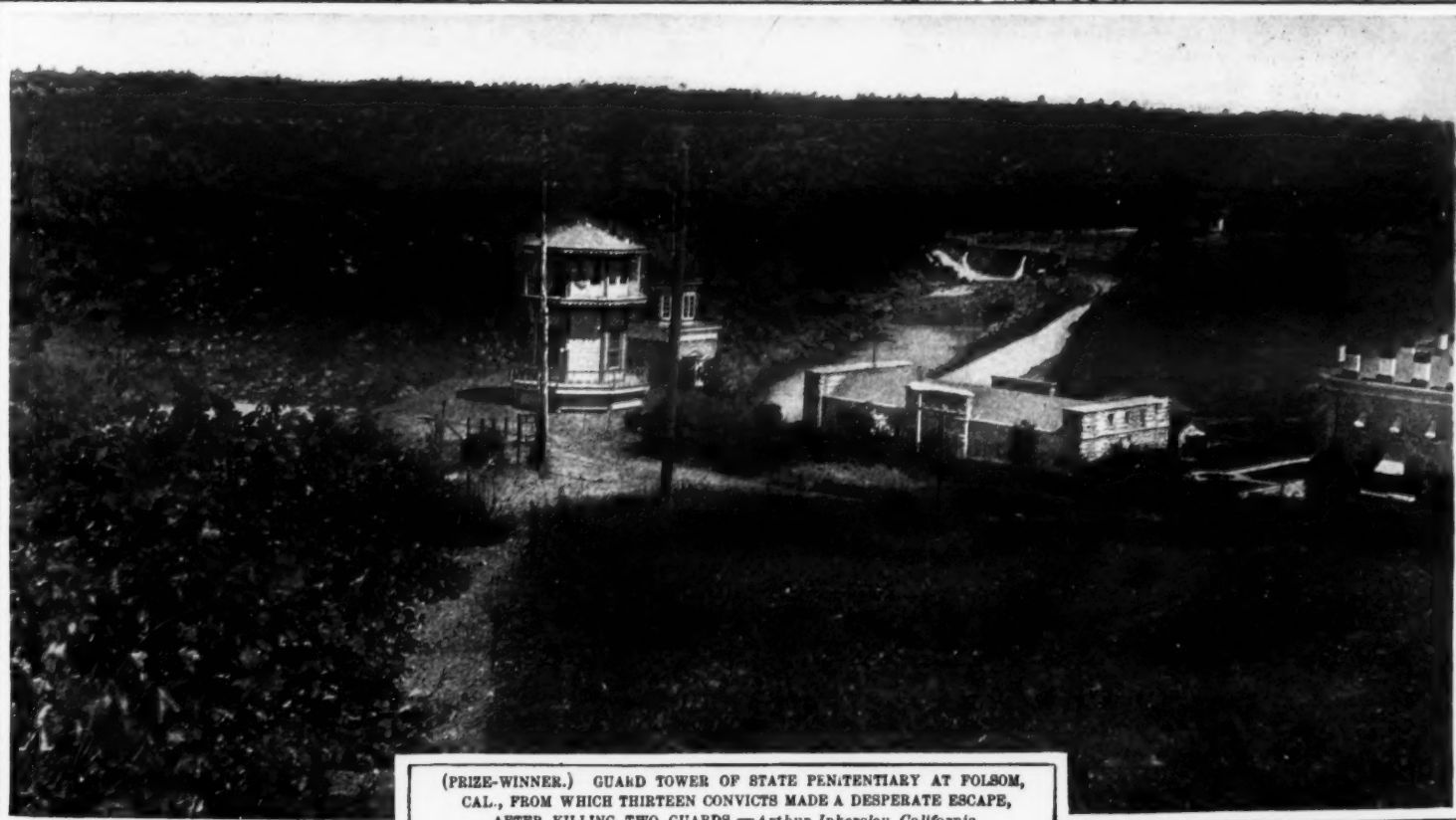
ENORMOUS SALT-FIELDS IN SOUTHERN CALIFORNIA, MEX.—Howard Macrae, California.



CLUSTER OF OIL-WELL DERRICKS AT LOS ANGELES, CAL.
Mrs. C. R. Miller, Maryland.



MILITIAMEN TOSsing RECRUIT IN BLANKET AT MT. GRENA, PENN.—R. H. Garver, Pennsylvania.



(PRIZE-WINNER.) GUARD TOWER OF STATE PENITENTIARY AT FOLSOM, CAL., FROM WHICH THIRTEEN CONVICTS MADE A DESPERATE ESCAPE, AFTER KILLING TWO GUARDS.—Arthur Inkersley, California.

AMATEUR PRIZE PHOTOGRAPHIC CONTEST—CALIFORNIA WINS.

SELECTIONS OF TIMELY INTEREST FROM THE PORTFOLIOS OF SKILLED AND OBSERVANT CAMERISTS.

(SEE OUR AMATEUR PHOTOGRAPHIC ANNOUNCEMENT ON PAGE 214.)



Books and Authors



THE MAN or woman who does not confess to some degree of love and admiration for trees, and therefore of interest in such a book as Miss Going's recent volume on that subject (Baker & Taylor Company), we should be inclined to place in the same unhappy category as that person "who hath no music in his soul." He who can stand unmoved before the spectacle of a magnificent elm, the king of the American forest, with the history of centuries speaking from its massive and rugged limbs; or to whom the whisperings of a grove of pines, or the soft shimmer of the poplar leaves brings no deep and awesome feeling, surely to such a person all voices of nature must speak in vain. It is easy to understand how the people who lived in those happy days, before modern science had reduced everything in earth and sky to a mathematical demonstration, should have seen in every tree an imprisoned dryad and made every grove a living temple of divinities. A massive and venerable tree takes hold upon the imagination as no other living object in nature is constituted to do. For one thing, it has that air of mystery about it, that sense of sacredness that goes with great, noble, and honored age. One must be indeed lacking in sensibility who can look without a feeling of genuine reverence upon some monarch of the forest whose life runs back over unknown centuries, who was here perhaps before Columbus came, and who, could it find a tongue, might tell many a tale of the wild life of far-off days, more tragic and romantic than any legend of schoolcraft or the lore of Hiawatha. The trees, indeed, tell no tales audible to the outward ear; it is only in verse like that of Tennyson that the oak ever becomes garrulous. Better and more befitting the dignity of age is the royal reserve, the silence—the dark, mysterious, awe-inspiring silence—that invests as with a mantle these ancient kings of the wood. Like the sphinx of the desert, they stand looking out over the world and all its transient show, with all the mighty secrets of the centuries locked in forever behind their stern and massive lips. Such are the trees of which Keats speaks in "Hyperion":

"Those green-robed senators of mighty woods,
Tall oaks, branch-charmed by the earnest stars,
Dream—and so dream all night without a stir."

IT NEED hardly be said that Miss Going is not only a careful student of tree-life on its scientific and technical side, but also a genuine lover of trees, with a deep and true sense and a keen appreciation of all their wonder, beauty, and grace. Interspersed through her descriptions of the families, groups, and habitats of particular trees are many delightful bits of tree-lore, interesting incidents, and curious facts and superstitions connected with the subject. Thus, in the chapter on "The King of the Trees," a title which Miss Going gives to the oak, are many famous and historic incidents connected with this tree. The oak, perhaps, figures more in history, folk-lore, and literature than any other tree. One of the most ancient oracles of Greece was the prophetic oak of Dodona; and in the Norse mythology the oak was held to be under the immediate protection of Thor, and it was an act of sacrilege to mutilate it. In the East the same tree was consecrated to Perun the Thunderer, the chief god of heathen Russia. A wealth of fairy-lore gathers around the oak in all the countries of Europe. In Wales the oak enjoyed the happy distinction of being always chosen by the fairies for the centre of their moonlight dances. In Germany the holes which are sometimes seen at the base of old oak trunks used to be called "fairies' pathways," a belief similar to that in India, where people will tell you that such holes are doors through which the spirits of the trees pass in and out.

Among these same people the oak possessed occult powers, and it was very unlucky, if not fatal, to cut them down. Even now in some parts of rural England it is thought that to cut an oak is to invite dire misfortune.

IN ALL

northern latitudes the birch is a prominent and important figure among the trees, its tough and hardy character enabling it to survive and flourish under degrees of cold

and other conditions fatal to the life of most other forest growths. Some varieties of the birch are found almost down in the tropics, and others close up to the region of eternal ice and snow. Because of its hardihood, the character of its bark, its wood, its buds and leaves, the birch is one of the most valued and useful of all trees. From it the Laplander gets his chief fuel and his material for beds; the Indian uses its bark for covers, and also for many of his household utensils, the cradle for his papoose, and the covering for his wigwam. Some northern tribes use strips of birch as winding-sheets for their dead; others make rude tablets of it on which to inscribe their "medicine songs," and still others make use of small oblong pieces of the bark with strange devices drawn on them for playing cards. Marks and devices drawn on birch bark were almost the only means of communication known to the Indians, and their Wikhegan letters, as they are called, are still in common use among the Indians who have not yet succumbed to the influences of civilization. But the great triumph of the Indian working with the birch is, says John Burroughs, the bark canoe. "The design of the savage, it yet looks like the thought of a poet, and its grace and fitness haunt the imagination. I suppose its production was the inevitable result of the Indian's wants and surroundings, but that does not detract from its beauty. It is, indeed, one of the fairest flowers the thorny plant of necessity ever bore."



MISS JEAN WEBSTER,
Author of the humorous story, "When Patty Went to College."

ALMOST AS many legends and superstitions cluster around the birch as around the oak, the elm, and the pine, and many of these are related by Miss Going. Legend says that the dwarf birch has always been stunted and cowering since it furnished the rod with which Christ was scourged, although according to another legend this rod was cut from a weeping willow. In Wales to give a lover a birchen branch is for a maiden to accept his addresses. In Scotch ballads the birch is associated not only with love, but with the dead. Thus says the old song:

"I dreamed a dreary dream last night;
God keep us a' frae sorrow.
I dreamed I pu'd the birch sae green
On my true love in Yarrow.
"I rede your dream, my sister dear,
I'll tell you a' your sorrow.
You pu'd the birch on your true love?
He's killed, he's killed in Yarrow."

In the ancient ballad of Chevy Chase birch and hazel gray are woven together to make the bier of the dead Percy. In Wales the children always make their maypoles of the birch, and a special love for this tree is entertained in consequence. On midsummer night in old London town "every man's door was shadowed with green birch, St. John's wort, and other beautiful flowers, and had also lamps of glasse with oyle burning in them all night" to frighten away the fairies, who were uncertain and tricky folk, if not actually malicious. On account of its tough and pliant character the birch has always been a favorite resort for stern parents, and still sterner schoolmasters, in search of weapons for chastisement; and for scholastic and disciplinary purposes the world is deeply indebted to this tree, although it is quite possible that the rising generation might view the subject in a different light. Among the insignia of the old-time schoolmaster the birch was, in fact, as familiar as the bell and the ferule, but modern ideas of education have relegated the birchen rod, together with many other things, to the dust-heap of oblivion, all to the advantage, we are expected to believe, of budding youth, but as to that there is room for doubt.

AMERICAN READERS of "The Prisoner of Zenda," "The Dolly Dialogues," and various other excellent stories from the hand of Mr. "Anthony Hope" Hawkins, will be interested in the portrait of the young woman who has recently become the wife of this novelist. Mrs. Hawkins is an American by birth and the sister of Miss Suzanne Sheldon, the well-known actress. She herself is a woman of rare accomplishments, and is specially skilled in music. In appearance and mental qualities she is said to be just such a woman as was the Princess Flavia in "The Prisoner of Zenda." Mr. Hawkins's marriage comes at a time when his star is in the ascendant, and his many admirers on both sides of the water hope that it presages still larger fame as well as greater happiness for him. "Anthony Hope's" first ventures in literature were not encouraging. His first book, "A Man of Mark," was originally printed at his own expense, and published fourteen years ago on commission. His second book, "Father Stafford," written in 1890, fared little better, for it was refused by various publishers before Messrs. Cassell brought it out. Mr. Hawkins was still more unsuccessful when he stood as a candidate for Parliament in 1892, in a certain English up-country district, his ambitions in this direction being defeated by a large adverse vote.

IT IS WELL known that Leo XIII. many years ago won distinction as a Latinist. Throughout his long life he maintained a familiarity with classical verse, evincing his "ruling passion," when it seemed as if he were entering the valley of the shadow, in a remarkable mastery of rhythmic Latin. While in his eighty-eighth year the pontiff wrote a poem in that language, modeled on the Epistles of Horace, "in praise of frugality." A translation, "necessarily in the manner of the eighteenth century," by Mr. Andrew Lang appeared in the New York World in June, 1897. The following lines, possessing as they do a pathetic interest at the present time, may serve as a sample of the poem:

"Nor shun the bowl of foaming milk that feeds
The infant's, and may serve the senior's, needs;
Next on the board be Heaven's gift, honey, placed,
And, sparing, of Hyblean nectar taste;
Pulses and salads on thy guests bestow—
Even in suburban gardens salads grow—
And chosen fruits, whate'er the times afford,
Let rose-red apples crown the rustic board.
Last comes the beverage of the Orient shore—
Mocha, far off, the fragrant berries bore.
Taste the dark fluid with a dainty lip,
Digestion waits on pleasure as you sip."

THE DELICIOUS humor of the book, "When Patty Went to College," may be accounted for in part, perhaps, by the fact that the young author, Miss Jean Webster, is a grand-niece of Mark Twain. A few critics have complained that the story was strained and unnatural, but the fact is that the experiences of the young college girls therein related are an exact transcript from real life, a fact apparent enough, we are sure, to all having a personal knowledge of the course of affairs in any of our great women's colleges of the present day.

DR. WASHINGTON GLADDEN'S lectures, which he delivered last winter at Harvard University under the William Belden Noble endowment, are published by Houghton, Mifflin & Co. under the title of "Witnesses of the Light." The book consists of six biographical studies on Dante the poet, Michael Angelo the artist, Fichte the philosopher, Victor Hugo the man of letters, Wagner the musician, and Ruskin the preacher.

MISS BEATRICE HANSCOM, author of the volume of verse, "Love, Laurels, and Laughter," is an enthusiastic traveler and an excellent linguist. She has been in France, Germany, and Italy. She was presented to the Pope; took a three-days' drive from Rome to Naples; spent the summer of 1900 in Munich; saw the Passion Play at Oberammergau, and had many interesting adventures. Among her treasures she has sketches and books signed by the authors themselves, as well as potteries, etc., from Mexico and Munich.

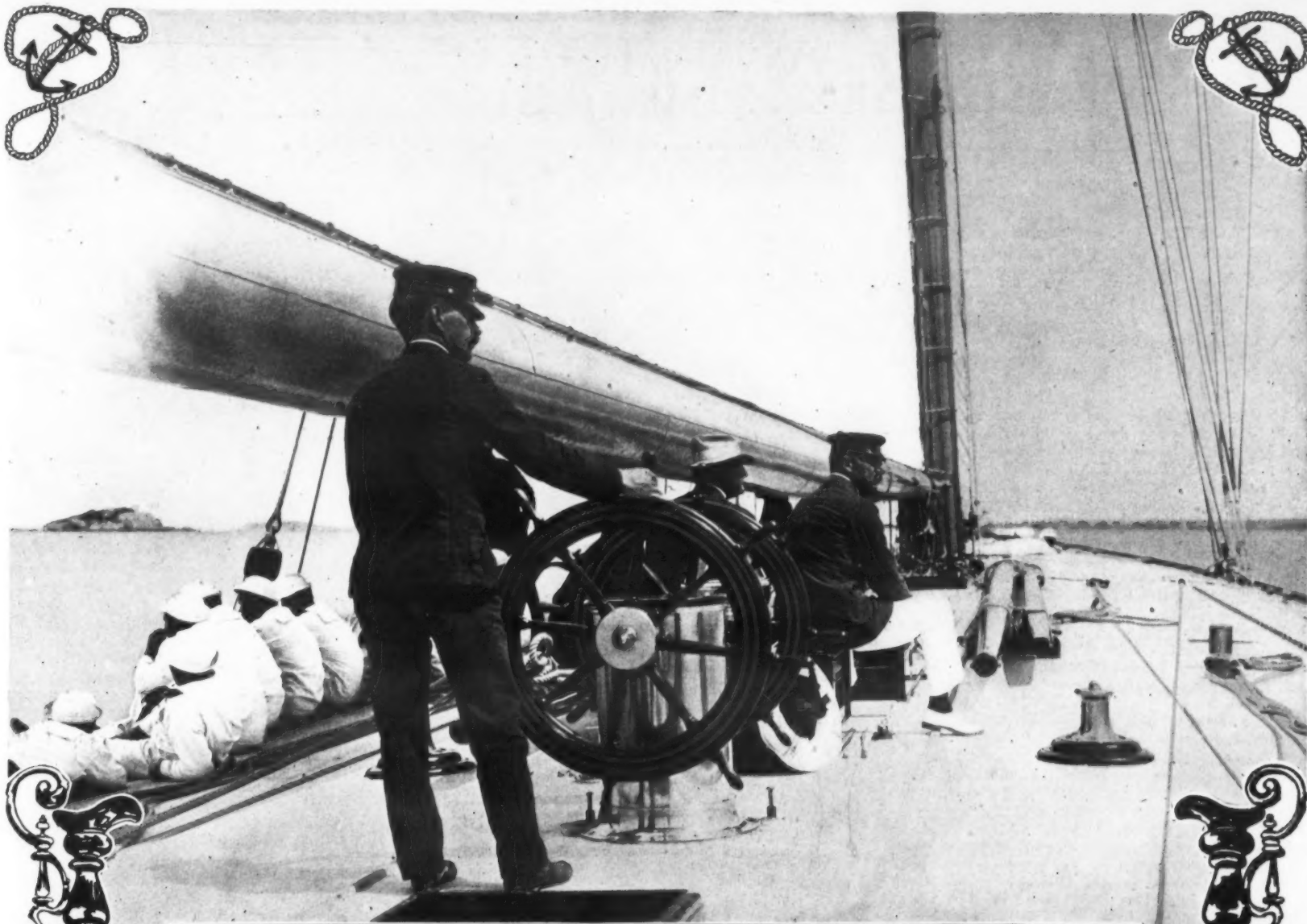


MRS. "ANTHONY HOPE" HAWKINS,
The accomplished American bride of the English novelist.



MAUDE GOING,
Who has written a readable and appreciative book on trees.

LA SALLE A. MAYNARD.



CAPTAIN BARR AT THE WHEEL OF THE "RELIANCE," AND C. O. ISELIN, MANAGER OF THE DEFENDER, IN FRONT.



CLOSE-HAULED ON THE STARBOARD TACK.—SAILORS THROWING THEIR WEIGHT UP TO WINDWARD.

THE INTERNATIONAL CONTEST FOR THE CUP.
THE "RELIANCE" AS SHE APPEARED AT EXCITING STAGES IN HER INITIAL RACE.

Copyright, 1903, by James Burton.

In the World of Sports

By H. P. Burchell



TANK CAPACITY OF AUTOMOBILES. One of the most significant features of the progress of the past year in automobile construction has been the marked increase in the touring capacity or radius of action of most motor vehicles. Two

years ago the carrying of enough gasoline for a run of fifty, or at the most seventy-five, miles was considered sufficient, but now all but the very lightest cars are equipped with tanks carrying a supply sufficient for a run of nearly, or quite, one hundred miles. This increase of capacity, of course, is primarily due to the increasing popularity of touring, for while the prudent automobilist will always keep his tank well filled, and will endeavor to avoid running near the limit of his supply, there are occasions when he comes perilously near it, and on this account an increased capacity means a much larger margin of safety. The increase of tank capacity, of course, has been at the expense of lightness, and is one of the factors to which the prevailing tendency toward the increase of weight is due. The lightest runabouts not only have no room for large tanks, but the weight of the latter when filled is so considerable that a strengthening of the entire vehicle would be necessary. Consequently the weight has to be increased, and it is now common for a vehicle carrying one or two passengers to weigh 1,000 or 1,200 pounds, while the medium weight of a car to carry four people usually is over 1,500 pounds, and may reach 2,000.

THE AUTOMOBILE TRUMPET.—Few things are more exasperating than the shocking sound of the automobile trumpet, especially when sounded without any particular reason when a vehicle is bearing down on one who is making all haste to get out of the way. A careful or considerate driver seldom has occasion to sound his trumpet, as an automobile travels so much more rapidly than other vehicles or pedestrians that it is much easier to go around them than to wait for them to get out of the way. The only occasions for the use of the alarm are when about to pass a vehicle or a pedestrian as a warning to keep a straight course. Even this is usually unnecessary, as the noise of the machine has given notice of its approach some time before it has come near enough to make the warning necessary. On the other hand, the almost incessant blowing of the horn, which is frequently observed, denotes either the inexperienced driver, who fears his inability to avoid an obstacle, or the reckless and arrogant one, who thinks all other traffic should draw to

one side to allow him to pass. Either class deserves stern repression; for the inexperienced operator should keep to a speed which would allow him to come to an instant stop, while the inconsiderate driver, by his arrogant attitude and lack of regard for the rights of other users of the road, is the primary cause of the ill-feeling toward automobilists as a class, which is now so manifest, and as such he is the chief enemy of the sport.

EXAMINE AUTOMOBILES BEFORE TOURING.—The automobilist contemplating a tour, or, indeed, a run of any duration, should examine and thoroughly test every part of his machine before starting. The battery may have become low in amperage, valves may have become worn or gummy, the sparking points coated with oil or soot, the insulation worn or broken from a wire, a nut may have been loosened by vibration, especially if the machine is comparatively new. It is better to discover defects before starting, when all facilities for repairs are at hand, than to wait until a break-down results on the road, where much inconvenience and expense may be caused.

CREDIT DUE THE DOHERTYS.—What has been hinted at in some quarters and feared in others has

our tennis system, which is lacking in many essentials. While our country's best take part in the national championships, there is no uniform scale arrangement whereby a team can be

meritoriously selected to defend a prize like the Dwight F. Davis International Challenge cup. The Doherty brothers have held the English championships in both singles and doubles for the past five years with but a lapse of a single year. They practically do nothing but follow the sport throughout the year, engaging in all of the important tournaments in England and on the continent of Europe. They are possessed of some wealth, and from their love of tennis have become proficient players, and are close students of the game, which has finally brought them international laurels.



MAYOR JULIUS FLEISCHMANN, OF CINCINNATI, ABOUT TO RETURN TO HIS HOTEL AT SARATOGA AFTER HIS HORSE "STROLLER" HAD WON AN IMPORTANT RACE.—Pictorial News Company.

OFFICIAL HANDICAPS FOR ROAD CYCLING.—Now that road cycling has revived somewhat after a lethargic stage of several years, the government of the contests should receive some attention from the National Cycling Association or some similar body, for there is no denying the fact that cycle racing on the road is always popular when wheels are ridden at all, and under the existing conditions "ringers" are hard to detect among the entries of the road contests. In several of the handicap events which have taken place this season winners have turned up in the persons of riders who should have been barred altogether, or given at least more severe handicaps. In one race in the metropolitan district a rider under an assumed name had a twenty-one minute handicap, which was the limit. This rider failed to appear on time and started from scratch, and before the race was half over he had caught the limit men, and was riding three miles ahead of the other scratch men.

come to pass in regard to the Dwight F. Davis cup, the blue-ribbon trophy of the tennis world, and those sterling English players, R. F. and H. L. Doherty, deserve all the credit that goes with a great victory of this sort. Besides showing that they are the most expert foreign tennis players that ever visited this country, they have shown in every detail a true and manly regard for the ethics of sport, and their persistent efforts in qualifying as the challenging English team should serve as a fitting example to our representatives who play in a rather slipshod manner, taking in a tournament here and there during the preliminary season. This naturally brings to the fore

INTERSCHOLASTIC ATHLETIC TROUBLES.—The age limit for a school-boy athlete has been stretched to such lengths that it is not uncommon to see men old enough to vote contesting on school-boy teams in every branch of sport. There is little wonder that the youngsters have rebelled in some instances where school athletic associations have allowed abuses and even encouraged them. A number of strong interscholastic associations have become disrupted because of the inconsistent age limit. For this reason steps have been taken to adjust affairs in scholastic athletics so that contests will be conducted hereafter with boy competitors and not men.



DOHERTY BROTHERS (ENGLISHMEN) DEFEATING WRENN BROTHERS (AMERICAN) IN DOUBLES DURING THE CONTEST (WON BY THE DOHERTYS) FOR THE DAVIS INTERNATIONAL CHALLENGE CUP AT LONGWOOD COURTS, BOSTON.—W. W. Somers.

The Great Fall Festival in Cincinnati

Continued from page 198.

of "The Rhine" are the ground work of this fall's entertainment. To begin with the park: In this there are to be seven different shows, arranged on both sides of the central walk, and held in structures the fronts of which are so designed as to produce a massive and picturesque colonnade effect. In the centre of the park is a fountain. This is to be surrounded by white-and-gold columns; and these two colors, white and gold, are to be used exclusively in the decoration of these buildings. Venetian flags and banners will swing among the trees, producing a gala effect by day; and at night the park will glow with electric lights.

The first of these seven shows will be an exact reproduction of an old English inn, with the vine-clad doorway, the substantial, inviting outline of the cheering hostelry for which old England has been famous. In the inn will be forty bar-maids, dressed in appropriate costumes, and these will serve refreshments of various sorts to visitors. Other shows will be a Japanese theatre; a "Gymnaze," with attractive acrobatic performances; an entertainment called "Seville," where a company of pretty Spanish girls and men from Spain will dance and sing to the delightful music of their country. Another exhibition will be that of trained animals; another will be known as the "Tableaux Vivants," reproductions by living persons of famous scenes and statuary, all arranged by the best artists. Unique among others will be a children's theatre, in which no adult performer will be seen. The songs, dances, or little operas will be given by children selected from among the cleverest in the country.

During the afternoon and night of the whole period of two weeks all of the various entertainments will be in progress. There will be other interesting things to be seen in the park. Police duty is to be done by a detail of the national guard, and they will have a military camp, showing exactly how American soldiers are quartered in war-time. There will be a camp, too, of American and Canadian Indians, and a gypsy camp, surrounded by the wagons that these gypsies use in their wanderings about the world. And besides all these things in the park more entertainment will be given—daring acrobatic feats and various other performances of the same sort. And now we come to Music Hall.

A Cincinnati street separates Washington Park from Music Hall. Across this street is built a broad bridge; so that in the progress of their sight-seeing visitors may pass directly from Washington Park across this bridge into the famous hall. Here is to be a variety of entertainments. In the first place there will be free music. The Festival Association has engaged Innes's and Sousa's bands. Innes will play during the first week of festivities and Sousa during the last week. Music Hall is itself one of the most notable structures in the United States. It was built twenty-five years ago; and has since been altered and added to until it now represents a cost of more than one and a half million dollars. In it is one of the largest pipe-organs in the world, occupying part of the largest stage in the United States. In front of the stage are the first floor and two balconies, seating 4,000 people.

This concert room is to be utilized in two ways: the stage is to be extended so that a temporary floor will cover the entire first floor of the auditorium. In the centre of this particular temporary floor will be

the band-stand; surrounding it will be the exhibitions which will constitute the "Hall of All Nations." The two balconies will be reserved for those who visit the auditorium to listen to the music. The Hall of All Nations consists of a number of booths, each one representing one of the leading nations of the world, and being furnished by some one of Cincinnati's business concerns; for instance, there is an Irish booth, which represents the products of Ireland—the famous Irish linens, Irish laces, etc. The attendants of this booth are costumed in the national attire of Ireland. There will also be booths for France, Spain, Egypt, and Japan, and practically all other nations of the globe.

The visitor who has crossed the bridge from Washington Park enters Music Hall, goes up to one of the balconies and, taking a seat, listens to the concert by one of the world's best bands. As the visitor sits there in the full enjoyment of the music he sees below the unique display of the Hall of All Nations, and then during the intermission he goes down, visiting the various picturesque booths, examining the odd, instructive, and interesting displays which they present. In another part of Music Hall the visitor will find the industrial exhibition, a presentation of the variety of products of the great manufacturing of Cincinnati. In another part he will see a gorgeous floral display, for \$2,500 is to be given away in floral prizes. Music Hall, with its various hallways and rooms, will be alive with exhibitions of all sorts; and sometimes these industrial displays are the best of all. It all depends on the originality and enterprise of the exhibitors.

Let us say that after the visitor has seen a part, at least, of Washington Park (for he could not see it all in a day by any means), and has heard the concert and glanced at the exhibitions that Music Hall will present—suppose that after he has done this, it is dinner time. In Music Hall is to be one of the most fascinating eating-places conceivable. It will be known as the Alhambra and will occupy an immense room; and here a thousand people may eat at one time. This dining-hall will be decorated in heavy Moorish hangings, reproducing the famous Alhambra of Spain. The waiters, their faces stained to the swarthy complexion of the Moors, will wear Moorish costumes. The windows will be of stained glass, the lights hidden and softened to an Oriental tone, and while the people are eating the Hawaiian Jubilee Singers will entertain them with their strange and fascinating music.

Dinner over, the visitor may walk directly into the Venetian Spectacle, which is the last of this trio of entertainments. For the space of about five hundred feet, the historic "Rhine," extending past Music Hall, is inclosed. On one side is a tier of seats for spectators; on the other side an immense stage for the spectacular scene. Across "The Rhine" are two bridges like those that are seen in Venice. The scenery reproduces in exact proportion and design the famous St. Mark's Church, the Campanile as it was, and the Doge's Palace. On "The Rhine" will be seen barges and gondolas, and throughout all, thousands of brilliant lights, so that the visitor will feel that he has been suddenly dropped into beautiful Venice. When he takes a seat on the grand-stand, facing "The Rhine" and the reproductions of the famous Venetian structures, a picturesque and unique entertainment will be given.

A story has been written by Mr. Paul Jones, of

Cincinnati, about a young sailor hero named Marco Polo II., who, during the festival in Venice, rescues from drowning the beautiful daughter of the Doge. A love springs into life, and then the brave sailor learns that a marriage with the woman he has saved and loves is impossible, because she is of high rank and he is but a poor, common seaman. But the customs of Venice in those days, it seems, provided that elevation to rank should be one of the rewards for faithful service to the country. So, in after years, when young Marco Polo, becomes a leader in the defense of his country, bravely fighting battles and winning victories, he receives as a reward from the government which he has served elevation to high rank. It is then that the two lovers, young sailor and the beautiful daughter of the Doge, are married. It is a very pretty story, and will be told in pantomime. On "The Rhine" will appear the festal barges and the gondolas, and the spectator will see the Doge's daughter throw the bouquet of flowers, in which is tied a ring, to the young sailor who has saved her life. The sailor passionately sings of his love for her; and this, as the barges float along "The Rhine," is the first pretty scene of the spectacle. Afterward the return of the sailor in his triumph is shown and his reception by the Doge, and the ceremony of his enrollment in the book of gold; and then various delegations from other nations of the world appear to honor the hero, and to congratulate him and his bride.

All these various parts of the spectacle furnish an opportunity for music from the orchestra of fifty pieces, and from the singers, who are the performers. The climax is a visit of the delegations from other nations. Each of these is attired in one of the costumes of tradition, the English, for instance, as Robin Hood and his men; and as these delegations appear, music of the nation which they represent will come from the immense orchestra, and from the throats of the performers. In this spectacle there are to be 800 persons, and this part of the entertainment alone will cost \$40,000, which is less than one-fourth, however, of the money which Cincinnati spends this year in the entertainment of its visitors. The entire outlay for the exhibitions, the parades, the decoration of the city, will amount to more than one hundred and seventy-five thousand dollars.

Each one of the days of the two weeks' season of celebration is devoted to some particular class or organization of people. For instance, Monday, September 7th, will be Labor Day; and besides this, there will be the Cincinnati Home-comers' Day, the Fraternal Order Day, the Outside School-children's Day, the City School-children's Day, Commercial Travelers' Day, Flower Day, when the exhibition of cut-flowers will be seen in Music Hall. There will also be an Irish Day and a German Day. On each of these special days there will be some appropriate ceremonies.

Cincinnati's doors will be open day and night, and her welcome will be genuine. Her motive is not selfish, though it be for the honor and glory of the city, for her life is representative of the activity of that great middle West which is ever enriching and adorning the nation. Whatever honor and glory and pleasure is hers in the coming Festival, she proposes to share with the thousands to whom her door is wide open with a welcome that is as whole-souled as her good people know how to extend.

Uncle Ben.

Continued from page 206.

ger on de plantation whar got any sense. W'en I heah dat, I worse s'prised dan ebber befo', kase Marse Jim always 'spressif berry p'intedly dat I ain't got sense enough ter las' me ober Sunday!

Now w'en I hea'd I's gwine ter de wah I sho' is proud. 'Deed I is. But all dis time w'iles I bein' proud I skeer mos' ter deff, kaze I's sho' dat de berry fus' battle I's gwine get a cannon-ball spang froo de gizzud. But I ain' saying nuffin' 'tall bout dat skeer, kaze I know I'll git skint erlive. 'Sides dat, Marse Jim done dress me up in a new unifawm wif a stripe down de laig an' sot me on top de bes' mewel on de plantation wif a squeaky new saddle an' a big hoss-pissle bangin' me on de knees! 'Deed I looked grand. An' dat's what Tildy Snowflake tole me w'en I kiss her good-by in de grape yarber, des' afo' me an' Marse Jim rode erway down de lane leavin' de dogs howlin', de chickens cacklin', an' de women squallin' lack a passle ob cats tryin' ter walk across de top er de merlasses bar'l.

At de cawnah ob de lane I looked back. Ole marse an' ole missus kneelin' 'mong's de brack folks on de front berandy. Ole marse, wif his long white hair fallin' 'roun' his face, was lookin' to'ds de sky—an' I know 'bout whut he sayin'.

Ar-r-rgh! Uh—eh? Wha' dat?

Marse Bill! I's sho' s'prised at yo' 'cusin' yo' ole Unk' Ben ob drappin' off ter sleep right in de middle ob his dishcourse lack er dad-blim ole Billy-owl! No, sah. I des' studyin' how de bes' way ter tell de res' ob hit.

Um-m-m—lemme see: Dar was skyirmishin' an' hoss-ridin' an' shootin' w'iles we chased de Yankees all ober de country. Den de Yankees whirled in, dey did, an' chased us all ober de country. Den atter w'iles we done got togerrerr; an' Lawdy, massy! Marse Bill, dar was one nigger so skeer he doan' know whut he fus' name is, let erlone de las'! An' dat de

way hit go foh two yeahs—free yeahs—I kain' tell des' how long, an' ebber fight skeerin' de nigger fohty times wusser'n de las' one! I dunno how come; but I b'leeb hit, kaze I 'bleedz ter be skeer foh two. Dat fool, Marse Jim, ain' know whut skeer look lack; an' he r-ar an' cha'ge an' shoot an' cuss monst'ous sevengeable.

De firs' was a bullet froo de han'. I bine dat han' up wif cotton-seed an' axle grease, an' he sail in an' fight mo' hadder dan ebber. Den dar was a swo'd cut in de ribs an' a gash f'om a bu'stin' shell, an' all dat, 'twel I 'clar to gracious, honey, time I been in dar a yeah or two I's mos' as good as a hoss doctah! Yes, sah.

All dis time we ain' heah ob Miss Ethel. But Marse Jim set in he tent an' read his Bible an' look at dat crinkled-up ole fohtygrab, I settin' outside on er stump an' chawin' terbacker an' thinkin' ob Tildy Snowflake.

Bime-by de wah change; an' fus' t'ing we know we done fin' outhse'ves camped in Kunnel Bascom's piney woods, 'bout free mile f'om de ole plantation. I done hunted 'possum all ober dar wif Kunnel Bascom's niggers; an' w'iles I settin' outside de tent I's rollin' mah eye to de souf' an' I an' makin' up mah min' ter sneak off froo de dahk an' see dat li'l yaller gal.

W'iles I settin' out dar thinkin' dat an' wonnerin' how bad I gwine get licked foh hit if I go an' Marse Jim fin' hit out, de tent do' open an' Marse Jim hisse'f come out an' walk straight up ter whar I's settin'. I dat skeer foh er minyit dat I mos' fall off de log I settin' on; kase hit do seem dat Marse Jim mus' er hea'd me thinkin' 'bout how I gwine slip off an' go spahkin'!

"Ben," he say, "saddle up. We'se gwine ober ter de ole plantation."

"Tain't tuck me long ter saddle up, I tole you! An', w'iles we ridin' ober dar, Marse Jim mention dat dey's been a spy wukkin' erween de lines, an' he sho' do 'spicion dat some er dem wuffless niggers been mix' up wif dat spy business. He 'low we slip ober an' see de folks an' ax 'em how dey is, an' maybe, too, we

kotch dat spy ef we happen ter fin' him projickin' 'roun' dar.

Des' as we roundin' de las' bend, 'fo' yo' come ter de ribber-gate, Marse Jim an' me see a boat pullin' erway f'om de landin' ober on Kunnel Peaselee's side de ribber. Dar was a nigger man in it, an' he seemed pow'ful anxious ter keep hisse'f in de shadder as much as possible. Marse Jim watched him, but ain' said nuffin'. But I done see he sho' thinkin' a heap.

"Hit look 'spicious!" he 'low, atter 'while.

"Hit do dat!" says I. I meant dat it look as though some no-'count brack trash been calln' on mah Tildy. I's feelin' mighty blue an' 'scurageid, I tell yo'.

But it ain' long 'twel we rode up ter de house gate an' stahted de dogs to bahkin', same's we did when we-all rode erway.

Honey, dey was tur'ble glad ter see we-all. Yes, sah. Make me feel sort er lonesome; so w'iles dey busy mussin' up Marse Jim's cravat whar I done tuck so much trouble wif, I done snuck down ter de landin', tuck one er de ole skifts an' slipped 'cross de ribber ter see dat little yaller Tildy Snowflake; kaze I'ze pow'ful trouble in mah min' 'bout dat nigger man whar me an' Marse Jim see pullin' erway f'om dar.

Dey was a glimmersome sort er light in de cabin; an' w'en I knocked dar was er li'l scream inside an' somepin' dat soun' lack er chair upset. I s'picion wusser'n ebber, an' I whack de do' wif mah fis' 'twel it soun' plumb 'cross de ribber. Bime-by 'e do' open some and Tildy poke her head out. "Who dar?" she ax, sort er quavery.

I ain' say a wold. I des' grob her 'roun' de neck: an' 'fo' she see who hit am she tu'n loose er yell dat staht de Bascom dogs to bahkin' two mile erway.

"Sh, Tildy!" says I, "doan' yo' know me? Hit's Ben!"

Fo' de wohds done lef' ma mouf dat yaller gal put her han's in mah wool an' yanked me plumb off'n mah feet an' flung me inter de middle ob de room. Den she slam de do' an' come back wif her han's on her hips.

TO BE CONCLUDED.

FINANCIAL AND INSURANCE.

ALFRED M. LAMAR
BANKER

Member Consolidated Stock Exchange.
MAIN OFFICE, EXCHANGE BUILDING
 60 BROADWAY, NEW YORK.
BRANCH OFFICES:
 215 West 125th Street
 39 East 42d Street
 12 East 28d Street
 Temple Bar Bldg., Brooklyn

STOCKS—GRAIN—COTTON
INVESTMENT SECURITIES.

Send for our DAILY MARKET LETTER.
 ADDRESS INQUIRIES TO STATISTICAL DEPARTMENT.

W. E. WOODEND & CO.

BANKERS AND BROKERS
 Members New York Consolidated Stock Exchange.
BROAD EXCHANGE BUILDING
 25 BROAD STREET

Stocks, Bonds, Grain & Cotton
UPTOWN BRANCHES:
 28 W. 33d STREET, Opposite Waldorf-Astoria.
 HOTEL ENDICOTT, 81st St. and Columbus Ave.
BROOKLYN OFFICE—44 COURT ST.
 Daily Market Letter and Weekly Review
 Issued.

JACOB BERRY & CO.

Stocks Bonds Grain Cotton
 Members Consolidated Stock Exchange
 (N. Y. Produce Exchange)
 ESTABLISHED 1865
44-46 Broadway, NEW YORK
BOSTON PHILADELPHIA MONTREAL
 Issue upon request a "GLIMPSE AT WALL STREET
 AND ITS MARKETS."

OIL—SMELTER—MINES

Dividend-Paying Mining, Oil and Smelter Stocks,
 Listed and Unlisted, Our Specialty.

DOUGLAS, LACEY & CO.

Bankers and Brokers, Fiscal Agents,
 Members N. Y. Consolidated Stock Exchange.
66 BROADWAY & 17 NEW ST., NEW YORK
 Booklets giving our successful plan for realizing
 the large interest and profits of legitimate mining, oil
 and smelter investments, sub. blanks, full particu-
 lars, etc., sent free on application.

"PUTS AND CALLS."

We sell and accept these as margin.
 Write for prices and explanatory booklet.

MALLET & WYCKOFF

TEN WALL STREET, NEW YORK
 Members New York Consolidated Stock Exchange.
 Twenty-share lots and up at the Com- 1 on fifty-
 hundred-share market price (mission 16 and over.
5 POINT MARGINS. INTEREST, 5 PER CENT.

LUCKY INVESTORS
MAKE BIG MONEY

Why can't you? "LUCK" lies in knowing how to GET
 LARGE PROFITS FROM SMALL INVESTMENTS.
 Send for Free Booklet—"Guide for Investors."
 It may be the means of SAVING you a LOSS or
MAKING YOUR FORTUNE
STOCK GUARANTY & SURETY CO., Dept. L.,
 1122 Market St., San Francisco, Cal.
 Agents Wanted in every City and Town.

THE HIGHLAND MINE

WILL BE A LARGE PRODUCER

We can prove the above statement to you or to any
 one who will come to the Highland Mine and make a
 thorough examination of the work which has been done
 in the last few months. We have opened up as fine an
 ore shoot as any mining man could possibly wish for.

IT IS EXTENSIVE, PERMANENT AND RICH

This shoot has been proven to be over 100 feet in length
 and averages in width from one to four feet, assaying
 from \$20 to \$300 per ton. From this body of ore a great
 many thousand dollars can be extracted if the manage-
 ment should so choose, but at the last meeting of the
 board of directors it was decided to continue the develop-
 ment work on the property and to keep on driving the
 present tunnel as fast as possible, in order that the other
 rich shoots which have been so thoroughly demonstrated
 to exist throughout the entire length of the Hancock claim,
 a distance of 1500 feet, may be opened up, thus
 adding other and larger reserves to those already opened
 up in the present tunnel.

From all the surface indications and the showing in
 the lower workings, in fact from every point where the
 vein has been opened up, we can conservatively say
 that the

HIGHLAND IS A MINE

We recommend the Highland to our most intimate
 friends and conservative investors. We stand ready at
 all times to prove the above assertion and we should
 indeed like to have those contemplating the investing of
 money in a gold mine of proven value to come to the
 Sumpter District and examine the Highland property at
 our expense, or you may send any mining engineer you
 wish and we will pay his expenses and also his charges
 for making the examination. Is it possible for an investor
 to ask for anything more fair?

IS IT NOT PROOF ENOUGH

that the Highland is a mine and that an investment in
 its stock will make you a large amount of money?

LOCATION OF THE HIGHLAND

It is located on the famous Mother Lode System of
 veins in the Sumpter District, Eastern Oregon, with the
 Golconda, Columbia, E. and E. and North Pole mines
 to the west, and the Chloride, Robbins-Elkhorn and
 Baisley-Elkhorn mines to the East, thus it will be readily
 understood why the Highland is a large mine.

We Cannot Bring the Highland to You,
But We Will Bring You to the Highland

You owe it to yourself to look this proposition up and
 make an investment in the Highland while you have an
 opportunity to do so at very low figures.

Send for our new literature and maps together with
 application blank, and lowest price of Highland shares.

NEIL J. SORENSEN & CO.

Financial Agents SUMPTER, ORE.

Jasper's Hints
to Money-makers

[NOTICE.—This department is intended for the
 information of the regular readers of LESLIE'S
 WEEKLY. No charge is made for answering ques-
 tions, and all communications are treated confi-
 dentially. Correspondents should always inclose a
 stamp, as sometimes a personal reply is necessary.
 Inquiries should refer only to matters directly con-
 nected with Wall Street interests. Subscribers to
 LESLIE'S WEEKLY at the home office, at regular
 subscription rates, namely, \$4 per annum, are placed
 on a preferred list, entitling them to the early deliv-
 ery of the papers, and, in emergencies, to answers
 by mail or telegraph. Address "Jasper," LESLIE'S
 WEEKLY, 225 Fourth Avenue, New York.]

THE DANGER of getting on the short
 side of the market was disclosed by
 the recent sudden rise. A large short
 interest was skillfully encouraged by the
 bull leaders, and was nursed along by the
 aid of their paid financial writers until
 it assumed such proportions that when
 leading financiers united in a purpose to
 twist the shorts, they did it with ease.
 They had to do it, too, for we were on
 the very edge of a panic. A number of
 failures had occurred, and several large
 firms were believed to be on "the
 ragged edge." These were saved for
 the time being by the sudden change in
 the tone of the market, as well as by the
 taking over of large blocks of their
 holdings at a discount by prominent
 financiers.

If the tension had not been relaxed,
 a panic would have followed, and it was
 cheaper for our great financial interests
 to prevent a panic by rushing into the
 market to sustain prices before it oc-
 curred than by rushing in after it had
 happened, to prevent a general catas-
 trophe. But the situation is not radi-
 cally different from what it was; the sick
 patient has been relieved, not cured. A
 change of ownership of undigested secu-
 rities in large blocks means that they are
 still held for distribution when the pub-
 lic appetite has been restored. Mean-
 while, we have a strong bear interest in
 the market, and bear leaders are ready
 to put out a line of shorts whenever op-
 portunity offers.

We have had twelve months of liquida-
 tion, with desperate attempts to check it
 at intervals. First Mr. Morgan told why
 securities ought to sell higher; then the
 voice of the famous Rothschild was heard
 on the other side of the water, and
 finally William Rockefeller declared that
 a 20-point advance was in order. The
 Morgan and Rothschild interviews fell
 flat. Rockefeller backed his opinion with
 his money, and had the benefit also of a
 new batch of exciting bull rumors, most
 of them without foundation, and with
 this leverage the market was given a
 rise.

The talk of the absorption of the Sea-
 board Air Line by the Frisco system
 does not read to me like a bull argument,
 nor is it so generally considered. The
 Seaboard Air Line has had troubles of
 its own, which the great magnates of the
 Street have sought to settle, but they
 are finding their hands full of business
 on every side, and it will be a long time
 before the prediction of Mr. Fish will
 come true, namely, that the 800 railroad
 companies in this country will eventually
 be merged into twenty or thirty giant
 corporations. The rampant tendency to-
 ward railroad and industrial combinations
 has been signally checked by the fierce
 and unexpected litigation in the Northern
 Securities case.

We will not have a settled stock
 market until the money stringency is re-
 lieved, until we know how large the corn
 and wheat crops are to be—and corn will
 not be out of danger from frost until the
 middle of September—and until we real-
 ize the fact that the crest of the wave of
 prosperity has been reached. Let my
 readers possess their souls in patience;
 the bargain-counter in Wall Street has
 not been closed.

"F." Salt Lake: Answer by wire.
 "G. H. L." New York: I do not advise it.
 "Cop." Atlantic City: I do not regard it favor-
 ably.
 "A." New Hampshire: Appear to do a good
 business.
 "Lookout." Tenn.: An old scheme worn thread-
 bare. Don't touch it.
 "F. M." Philadelphia: I am told the plan will
 not go through. Wait.
 "L." Apollo: Thank you for your additional in-
 formation, which I have confirmed.
 "L." Dallas, Tex.: Stock not dealt in on Wall
 Street. No report available.
 "D." Columbus, O.: I send out no daily letter,
 and only answer queries as made.
 "H. A." Boston: Yes; but the liquidation is not
 complete. I would not be in a hurry.
 "Nitram." Brooklyn: I agree with your conclu-
 sions. So does every conservative financier.
 "B." Philadelphia: Preferred for one year. I
 would not buy any low-priced stocks at present.
 "G." Plattsburg, N. Y.: Do a large business, but
 are not members of the New York Stock Exchange.
 "P. F." Providence: 1. Yes. 2. I have repeatedly
 explained. Seven per cent. must be paid after 1906.

SANGER

is vouched for by the

United States Government

as the greatest producer of
 Gold in Union County, Oregon

The Capital Stock of the Sanger Company
is ALL TREASURY STOCK

Subscriptions to Stock are solicited for the
 purpose of securing funds with which to erect a

1,000 H. P. ELECTRIC POWER PLANT
AND LARGE MILL

If you have any money for investment
 write for a **SANGER** Book

F. WALLACE WHITE, G-609 Williamson Building
Cleveland, Ohio

FREE! FREE!**THE NEW YORK BANKER.**

Leading independent mining and financial paper giv-
 ing all the news from all the mining districts, and con-
 taining latest and most reliable information on the min-
 ing and oil industries, principal companies, listed and
 unlisted stocks, dividends, prices, etc. Every investor
 should have it. We will send it free for three months
 upon request. A. L. WISNER & CO., 32 Broadway,
 New York.

"THIS BEATS NEW JERSEY"

Charters Procured under South Dakota laws for a
 few dollars. Write for Corporation laws, blanks, by-
 laws, and forms to PHILIP LAWRENCE, late Ass't Sec'y
 of State, Huron, S. D., or Room K, 20th Floor, 220
 Broadway, New York.

TO INVESTORS

Money invested in Sheep and Cattle in Montana is safe
 and pays 30 per cent. A small investment now grows
 into a large flock in a few years. Over 300 Men, Women
 and Children now have Cattle and Sheep on our Ranches.
 Write for Annual Report, a most interesting document.
MONTANA CO-OPERATIVE RANCH CO., Great Falls, Mont.

"J." Newellton, La.: Preferred for six months.
 I would not sacrifice my U. P. and B. & O., es-
 pecially the latter.

"T." Buffalo, N. Y.: I do not believe in the tips.
 If they are worth anything to you, they are worth
 more to the tipsters.

"N. G." Pittsfield: 1. Of the two, Manhattan at
 present would be the better. 2. I hear the plan will
 not be carried out. Wait.

"Betlins," Penn.: Continued on preferred list for
 one year. 1. Favorably; but the report has been de-
 nied. 2. It would appear to be.

"N. C. B." New York: 1. Not always secure.
 2. Mallett & Wyckoff, 10 Wall Street, are members
 of the Consolidated Exchange, and trade in small
 lots.

"W. H. G." Brooklyn: I would not surrender
 my Mexican Central incomes unless I had to. Hold-
 ers ought to combine, secure a lawyer, and protect
 their interests.

"M. C. W. D." Toledo: You must be a subscriber
 at the home office at full subscription rates to be en-
 titled to a place on my preferred list.

"G." Plattsburg, N. Y.: 1. People's Gas is not a
 guaranteed 6 per cent. stock. 2. The drop in Va-
 Caro. Chemical is due to the breaking of the com-
 bination which boosted the stock to a fictitious value.

"A. E. W." New York: Preferred for one year.
 1. The conservative way would be to wait for a
 steadier market. 2. Yes; if you have a profit in
 them, take it and put it into investment stocks that
 can stand the brunt of hard times.

"S." Columbus, O.: Virginia Car. declined be-
 cause speculators had manipulated it to a fictitious
 valuation, paying dividends and at the same time
 borrowing millions of money at high rates of inter-
 est. I do not recommend its purchase.

"National," St. Joe: 1. Prospects of Realty com-
 mon are far from good at present. 2. No. 3. I
 would not purchase anything but investment stocks
 in such a market for a long pull. Wait for more
 settled conditions.

"H." Pittsburg: You must be a subscriber for
 LESLIE'S WEEKLY at the home office at the full sub-
 scription price in order to be entitled to a place on my

**Are You Looking for a**
Twelve per cent. Investment
As Stable as a Government Bond?

The experience of the past 60 days has cost
 many a man his all, and has demonstrated that
 a stock which is at the mercy of the "Street"
 is a mighty poor "security." It is not wise to
 place all of your eggs in one basket, but some
 baskets are stronger than others, therefore let
 us tell you what has been accomplished by the
 great **PARA RUBBER PLANTATION COMPANY**
 in its **one million acres of natural forests** this
 past year. There are **no bonds**. Stock is all
common. Has always sold at **par (\$10.00)**. Paid
 6 per cent. semi-annual dividend in March,
 1903, and 300,000 pounds of "pure and fine"
 Para rubber have been made on the lower end
 of the property this season so far. **Costs 35**
cents per pound laid down in New York. **Sells**
for 98 cents per pound to-day.

Only a small block of the stock remains for
 sale, and the undersigned will be glad to fur-
 nish detailed information on demand.

STANDARD SECURITIES COMPANY,
Dept. O, 52 Broadway, N. Y.

preferred list. A subscription through an agent at
 a reduced price does not give you the preference.
 "H." Lynchburg, Va.: 1. Copper. 2. I would buy
 nothing on a three-point margin. 3. Would have
 nothing to do with Va.-Carolina Chemical common.
 4. It would hurt. 5. No rating. 6. All depends on
 general conditions.

"H. M. F." Cleveland: 1. I think much better
 of the Steel bonds than of Steel preferred. 2. Amal-
 gamated Copper is too much of a gamble for me to
 advise. 3. Diamond Match is an industrial which
 has been very successful thus far. 4. The best of
 the lot.

"Eden," London, Canada: 1. Appear to stand
 well. 2. Those who had money to buy stocks out-
 right bought them on the recent decline, and were
 prepared to continue to buy them on a sliding scale
 down until bottom was reached, feeling sure that
 they would get them at the lowest prices in that
 way. 3. Note advices from week to week as situa-
 tion changes.

Continued on following page

Simple, Elegant,
 Luxurious, Pure, Fragrant.

Egyptian DEITIES.

No better Turkish cigarette can be made. Cork tips or plain tips
 No. 3 size, 10 for 25 cents. No. 1 size, 10 for 35 cents.
 Look for signature of S. ANARGYROS.



Ever Thus

The even and unvarying
uniformity in the quality,
age, purity, flavor of

Hunter Whiskey

will be steadily maintained, and
years hence it will be as now.

Always Best
by
Every Test

Sold at all first-class cafes and by jobbers.
WM. LANAHAN & SON, Baltimore, Md.

**LOOK FOR THE NAME
CARL H. SCHULTZ**

THE NAME CARL H. SCHULTZ ON
ALL MINERAL WATERS IS A GUARANTEE
OF ABSOLUTE PURITY

**ARTIFICIAL
VICHY
Selters
CARBONIC
and CLUB SODA**

The Standard for
40 Years
430-444 1st Av., N.Y.
Tel. 3420 Madison

Dandruff

Men once a week, women once
in two weeks, should wash the
head with a copious lather of
warm water and **Glenn's Sulphur
Soap**. It will remove and keep
out dandruff. Be sure and get

Glenn's Sulphur Soap

spec. a cake at all drug stores or mailed for spec. by THE
CHARLES N. CHITTERTON CO., 115 Fulton St., New York.

WURLITZER'S

ONLY
10c
POST
PAID.

U. S. LETTERED
FINGERBOARD.

For Guitar, Mandolin, Banjo or Violin.

You can learn without a teacher. Saves you \$50 in music
lessons. Attachable to any instrument. Any of our Cat-
alogues FREE. Old Violins, No. 46; Guitars, Mandolins,
etc. No. 43; Band Inst., No. 51; Talking Machines, No. A.

THE RUDOLPH WURLITZER CO.,
East Fourth Street, CINCINNATI, O.

ALWAYS PURE

OLD ELK

WHISKEY

STOLL & COMPANY

DISTILLERS
LEXINGTON, KY.

Jasper's Hints to Money-makers.

Continued from preceding page.

"T," Martinsville, Va.: I do not advise the purchase of Virginia-Car. Company common even at present prices. It is time that a frank statement of its condition was made public. Usually when an industrial gets on the downward grade it keeps going for quite a time.

"H. G. W.," New York: If reports of the earnings of American Hide and Leather are correctly given there is no reason why you should sacrifice the common at such a figure. The common has little, if any, value, and would sell it at the first favorable opportunity.

"F.," Apalachian, N. Y.: Preferred for three months. I am told that Western Union continues to earn its dividends. Would not be in a hurry. I would not sell my Steel preferred in order to purchase non-dividend-paying speculative common shares. You would be no better off.

"P.," Plainfield, N. J.: 1. Constantly changing conditions make it difficult to answer. Note my observations from week to week. 2. A bad corn crop would be unpleasant for Missouri Pacific, but the road does not depend as much as formerly on the size of the crops for its principal earnings.

"I. G.," New York: 1. Louisville and Nashville, as recently as 1898, paid no dividend. Hard times would probably put it back where it was then. 2. I believe Pennsylvania, with its increased capital, will find it difficult to continue dividends at the present rate with the reappearance of the hard times of 1893.

"H.," Poughkeepsie, N. Y.: The difficulty about dealing in stocks in which few transactions occur is that when they are pressed for sale in an emergency a purchaser can only be found sometimes at a great sacrifice. This is especially true of what are known as cliqued stocks. American Snuff preferred recently declined 20 per cent. on a single sale; Westinghouse 22, and Great Northern preferred 19. Such declines in active stocks seldom or never occur.

"P.," Elmira, N. Y.: 1. The president of the Greene Consolidated denies that Amalgamated interests control the property. He says control is unchanged, but it is a fact that large blocks have been passing into new hands. 2. The closing of some mills of the American Sheet Steel Company in the Pittsburgh district because of a lack of orders has significance to the holders of the Steel Trust's stocks, especially the common.

"A. P.," Chicago: 1. National Biscuit is a well-managed industrial, hence the strength of the preferred; but it is liable to competition and must still stand the test of hard times. 2. I think well of Baltimore and Ohio, and it is a favorite purchase on declines with those familiar with the property. 3. American Can, if its earnings have been correctly reported, ought to pay something on the preferred. Of course I do not know what its book-keeping system is, but if its reports are honestly made, the stock ought not to be sacrificed at such a time.

"C. C.," Scott, N. Y.: Preferred for six months. Rock Island common is better thought of than Steel common, though the latter pays dividends. Corn Products common, paying 4 per cent., is a fair industrial speculation. Baltimore and Ohio and Union Pacific convertibles have merit, though there should be no haste in purchasing until the reason for the market's protracted weakness has been more clearly disclosed. It may be deeper seated than some imagine. Notice advices from week to week on special stocks. The situation is constantly changing.

"M.," Toledo, O.: 1. The general closing of steel and iron mills in western Pennsylvania and eastern Ohio is significant of the change in the condition of the iron and steel trade. 2. The recent sensitive condition of the stock market was much like that which existed in London just before the Baring failure in 1890. Everybody expected something to happen, and it did. 3. The advance in the dividend on Canadian Pacific common is the best evidence that insiders are loaded up with the stock, for which they are determined to find a market. This is the reason why alert speculators consider it a short sale.

"G.," Seneca, N. Y.: 1. Renewed reports of the sale of Chicago Great Western have been circulating, and also rumors that the pool will again undertake to advance the stock. It will have hard work to do so under existing conditions. It is not safe to swap horses in crossing a stream. An opportunity to make the exchange may come a little later. Note advices. 2. I am told that all the anthracite coal roads are making very heavy earnings, Ontario and Western included. 3. I am making inquiries and hope to be able to answer definitely soon. 4. Amalgamated was picked up freely by parties near the inside on the recent decline.

Continued on page 215.

RHEUMATISM (Chronic or Acute)

Relieved Free Wonderful Discovery of Michigan Man Cures Without Medicine

Taking medicine is only the beginning of trouble. Don't do it. Nature provided millions of pores for the expulsion of impurities which cause rheumatism. You must make these pores do their work. Magic Foot Drafts open up and revitalize the largest pores in the body and stimulate the circulation and entire nervous system to prompt action. A pair of Drafts will be sent free on approval to anybody. If you are satisfied with the help they bring, send One Dollar. If not, keep your money. The risk is ours.



Magic Foot Drafts cured Mrs. Leah Brumbaugh, Postmistress of Coburg, Neb., in 1901, and there has been no return of pain.

They cured both Mr. and Mrs. Edward Lincoln, of Rochester, New York, over a year ago. No pain since.

They permanently cured A. J. Keenan, a New Orleans grocer.

They cured Calvin Hersome, of Boston, after being laid up seven months.

R. D. Cummings, of Fort Worth, writes: "I have never felt any rheumatic pains after I used Magic Foot Drafts last June (1902)."

Many thousands of others are rejoicing over comfort brought by Magic Foot Drafts. Sit down and write today for a pair of Drafts, free on approval, to MAGIC FOOT DRAFT CO., Rm 22 Oliver Bldg., Jackson, Mich. They will cure you.

MASSACHUSETTS, NEWTON.
MOUNT IDA SCHOOL,
Six Miles from Boston. Home School for Girls and Young Women. College Preparatory and general courses. Beautiful and healthful situation. Golf, tennis. Canoeing on River Charles. Special advantages in Music and Art. Send for illustrated catalogue.
GEORGE F. JEWETT, A. B. (Harvard), Principal.

BETWEEN THE OCEAN AND THE LAKES A HISTORY OF THE ERIE RAILROAD

BY EDWARD HAROLD MOTT

THE part that railroad development has played in the expansion of our country and the advancing of civilization's borders has been an oft-time theme of writers and orators. No epoch in the history of industrial progress presents more striking incidents or is better deserving of study and attention than the story of railroad building in the United States.

While Mott's great book is really the story of the development of the country by railways, it is, moreover, a truthful narrative of the almost incredible events that have marked the history of one corporation, in whose career earnest effort, self-interest, honest purpose, corruption, scandal, tragedy, and comedy have been so strangely and persistently mingled as to make the telling of its story a recital as fascinating as a romance.

The author begins his story in the days when the only means of transportation from town to town, from city to city, from State to State was that afforded by the stage coach and the lumbering freight wagon. Emigration and settlement afar made it apparent that better means should prevail, and the result of agitation of the subject was the Erie Canal, finished and opened in 1825. The rapidly growing country soon required better, and certainly quicker, methods of communication and traffic than the canal provided; then came the idea of a railroad to unite the Ocean with the Lakes. In literature there is nothing more fascinating than the story of the heroic struggles of the "Captains of Industry" of that early period to carry that idea to successful completion. The Stuyvesants, the Van Rensselaers, the Suydams, the Duers, and other members of the old Knickerbocker families; the Astors, the Cuttings, the Cushmans, the Sheldons, the Knapps, the Skidmores, and hosts of other representative men of wealth and prominent in affairs contributed of their means and influence toward it—the great railway that was to stretch from the sea to the lakes, through a region then largely unknown; a railroad whose motive power was to be that of the old steam wagon that was bumped over the streets of Philadelphia, in the hands of the so-called crazy inventor—Oliver Evans.

The history of present-day railroad building would be simply the detail of decisions and orders from some Wall Street counting-room; but when the plan of the Erie was conceived there were as yet only sixty miles of railroad on the American continent. Civil and mechanical engineers had to learn how to build. Operators had to learn how to operate—and, parenthetically, it may be said that, strange as it may now appear, not a few of the prevailing methods of railroad operation and construction originated on and with the Erie.

But perhaps the pages that contribute most toward making this book as alluring as the most dramatic and tragic of historical novels begin with the period when Daniel Drew was Treasurer of Erie, Jay Gould its President, and James Fisk, Jr., its Vice-President, with Boss Tweed and Peter B. Sweeney as influential members of its Board of Directors.

There is really nothing in fiction to compare with the true inside history of the Erie between

the years of 1868 and 1874, which is revealed for the first time in this book, without fear or favor. No history of this country, unless it may be that of the Civil War, can surpass this narrative in dramatic and exciting detail. The officers of the company fleeing from the State to escape imminent imprisonment; legislators accused of bribery and corruption; judges of the Supreme Court impeached and driven from the bench; the name of the President of the United States, even, tainted by association with the names of unconscionable schemers; the Company's Vice-President, scorned by a wanton he had lifted from poverty and disreputable obscurity to opulence and scandalous notoriety, murdered by the paramour who had succeeded him; a United States Minister resigning his post to become an element in the unsavory mess—these are some of the startling incidents, the surface of which was barely skimmed by the newspapers and publications of the time, that are unreservedly told in this exhaustive chronicle of Erie's inner mysteries.

This great book likewise tells how the Standard Oil monopoly was made possible by the sycophancy and greed of the management of the Erie, the New York Central, and the Pennsylvania railroads.

There are thousands of people in all parts of this country and in Europe who are in some way a part of this great history, either in the construction of the road or in the operating of it, or in its legislative, political, legal, or financial career, and to them the book appeals as no other book can; while the general public, men of affairs, the thinking men of the country, will find it fascinating in all its aspects, a book to be reluctantly put aside when reading of it is once begun. There is no book like it in the literature of this country. The writer spent more than five years going over ground heretofore not covered by any other historian. The work is broad in its scope. It is a history of men and measures and methods that for nearly three generations were potent in the social, financial, commercial, and political affairs of this country and Europe. It appeals to the civil engineer, the mechanical engineer, the lawyer, the politician, the statesman, the banker, to every person who would be well informed regarding the country's development.

Size of book, 10 x 12 inches, 550 pages; 83 beautiful portraits and engravings, printed on fine heavy paper in large, clear type; handsomely bound in gold edges and letters. A complete index of six pages. Each book carefully packed in cardboard box.

Delivered to any part of United States, Canada, Mexico, or Great Britain, carrying charges prepaid, on receipt of price, \$7.00.

We are so confident you will want this book when you see it and appreciate it when you get it, that by special arrangement with the publisher, we will send it to any address in the United States, prepay carrying charges, allow you to examine it, and, if not entirely satisfactory to you after you have examined it, you may return it at our expense; if satisfactory, pay the expressman, who will deliver it, \$7.00.

Mail the following memorandum to us at once.

LESLIE'S WEEKLY,
225 Fourth Avenue, cor. 19th Street,
New York, N. Y.

You may send to my address as given below, one copy of MOTT'S HISTORY OF THE ERIE RAILROAD, entitled "BETWEEN THE OCEAN AND THE LAKES." I will examine it. If I find it to be satisfactory, I will pay the deliverer \$7.00. If not entirely satisfactory to me the book is to be returned to you without any cost to me whatever.

Name.....

Address.....

City.....

State.....

N.B.—When remitting with order send Post Office or Express Company money order or Bank Draft.



If you are tired of eating the same old things

Try

SHREDDED WHEAT BISCUIT

with peaches and cream. The fruit and Shredded Whole Wheat Biscuit have rare affinity and each sets off the flavor of the other. This Natural Food appeals to the eye, the palate and the reason.

"As a digestive and in cases of chronic constipation and dyspepsia it acts as one of the very best remedies I have ever prescribed."—B. P. ANDERSON, M.D. Colorado Springs, Col.

Send for "Vital Question," an article little cook-book FREE. Address:

THE NATURAL FOOD COMPANY
Niagara Falls, N. Y.

Paint Your House Cheap

And Have It Guaranteed To Look Better, Wear Longer and Cost Less Than the Best White-Lead Paints.

We Send Name of Nearest Carrara Dealer, 50 Sample Colors and Illustrated Book, "How to Paint a House," Free to All Who Send Name and Address.

There is but one "Carrara." It is made by the Carrara Paint Agency, 1103 Carrara Bldg., Cincinnati, O., and it is the only paint in the



The Roof of the Great Field Museum, Chicago, Covering 7 Acres of Ground, is Painted with Carrara Paint.

world that is absolutely guaranteed not to fade, crack, chalk, peel, blister or scale. It is not affected by acids or gases, and it covers more surface, gallon for gallon, than the best white lead and oil and costs less than the cheap mixed paints that injure more than they protect.

Carrara is used by the Pennsylvania R. R.; the Pullman Palace Car Co.; the Chicago Telephone Co.; the Field Museum, Chicago; the Kenwood Club, Chicago; the Cincinnati Southern R. R.; the Chicago & Eastern Illinois R. R.; the Denver & Rio Grande Railway and thousands of others of the largest and most particular users of paint in the world. The famous Waldorf-Astoria hotel of New York, one of the finest in the world, has used tons of Carrara because it is the best that can be found in the market to-day.

For interior or exterior it has no equal. Smooth and clean, it has stood the rigid test of time and man. If you want to save half your paint bills send your name and address for nearest distributing depots; 50 sample colors and a beautifully illustrated book sent free, showing a large number of fine houses just as they have been painted with Carrara; and keep well in mind that Carrara is the only paint ever backed by a positive guarantee in every case.

COOKING—The New Way

EVERY WOMAN SHOULD KNOW ABOUT COOKING BY STEAM. FOOD COOKED IN AN

Ideal Steam Cooker

On Exhibition at the Cincinnati Fall Festival

Cooks a whole meal on one burner of gas, gasoline, oil or coal stove; reduces fuel bills one-half; impossible to scorch anything; WHISTLE BLOWS when water is needed. IDEAL COOKERS (round or square with doors) cost no more than ordinary kind.

BOOK FREE. Let us send you a nicely illustrated 32-page book about cooking by steam.

THE TOLEDO COOKER COMPANY
Agents Wanted. 2349 Albion Street, TOLEDO, OHIO



MENNE'S BORATED TALCUM TOILET POWDER

A Positive Relief For PRICKLY HEAT, CHAFING, and SUNBURN, and all afflictions of the skin.

Removes all odor of perspiration. De-lightful after Shaving. Sold everywhere, or mailed on receipt of 25c. Get Menne's (the original). Sample Free.

GERHARD MENNE COMPANY, Newark, N. J.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address "Hermit," LESLIE'S WEEKLY, 225 Fourth Avenue, New York.]

THE TIME has gone by when men of real business intelligence and a fair knowledge of the commercial tendencies of the day refuse to give a prompt and respectful hearing to the representative of any reputable life-insurance company, and no agent who understands his business and who is courteous and tactful need fear to approach any such man with his propositions. It is only the chronic bores and the ignorant who refuse to consider life-insurance proposals in these days, when investments in this direction are as much sought after as in any other line of business. Give the agent a chance. Listen to him! He offers a good proposition in nine cases out of ten, and one that you will thank him for after you have taken it. In all the great number of people in our knowledge who have taken out life policies we have no recollection of a single individual who has regretted the step, while we could name many who have expressed heartiest satisfaction over their investments. Usually the only regret is that they had not invested more. The thing to do, therefore, is to be wise in time and reject no offer carelessly and simply because you are "too busy." A few minutes' attention to a life-insurance agent may turn out to be the most profitable minutes you have ever spent.

"B." Reading, Penn.: I do not regard it favorably.

"K." North Warren, Penn.: The concern has still to demonstrate its success. Would prefer something else.

"H." Philadelphia: 1. Not one of the safest by any means. 2. If in moderate circumstances, at the age of 42, a 25-year cumulative endowment policy would be advisable.

"L." Sioux City, Ia.: Follow the advice of your lawyer if you have confidence in his judgment. The company dislikes a lawsuit as much as you do, for publicity is hurtful.

"G. C. M." Philadelphia: 1. The Penn Mutual would have the preference in every way. 2. There is a good deal of nonsense about the claim. It is not business-like, at all events. 3. I do not regard the proposition with favor.

"M. C." St. Louis: 1. The Germania stands well. 2. I prefer the Germania to either one of the smaller companies you name. 3. No; you can do better with an older company. Among the leaders in New York are the Equitable, the Mutual Life, and the New York Life.

The Hermit.

A Great Railway's Strange Story.

A BOOK of remarkable interest, which tells how the Standard Oil monopoly was made possible through the sycophancy and greed of the management of leading railroads, has been published by John S. Collins at New York. This work, which is entitled "Between the Ocean and the Lakes," was written by Edward Harold Mott, and it gives a full and readable history of the Erie Railroad. The record of this great road as presented by Mr. Mott is as fascinating as a romance.

The story relates the development of the country by the railways, describing the successive stages of the means of transportation from the stage-coach, freight-wagon, and canal up to the present wonderful expansion of railroad facilities. The true inside history of the Erie between the years 1868 and 1874 is disclosed, and it is a strange, dramatic, and striking tale, involving such financiers as Jay Gould and Daniel Drew, and also judges of the Supreme Court, a United States minister, and many others of prominence. Some of the authentic incidents narrated are startling and almost incredible.

Thus it is evident that the book, while of especial significance to all persons interested in railroads, is also one which should attract the attention of the general public. It deals with men, measures, and methods that for about three generations were influential in the affairs of this country and also of Europe. Its pages are embellished with illustrations, including portraits of many of the men who were leading factors in making the history of the Erie Railroad. Elsewhere there is set forth a plan whereby every reader of LESLIE'S WEEKLY may have an easy opportunity of examining this monumental work, and of deciding whether or not he will add it to his library.

PISO'S CURE FOR CONSUMPTION

CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists.

25 CTS.

Kentucky's Great Whiskey

1817—FULTON—1903

DIRECT FROM DISTILLERY TO CONSUMER, EXPRESS PREPAID.

The public has been frequently deceived by the reckless and extravagant claims made in the advertisements of irresponsible firms, who are not distillers. We invite the most rigid investigation of these facts for your consideration:

1. Method of distilling FULTON Whiskey. Hon. D. N. Comings, for eight years U. S. Collector of Internal Revenue, Sixth District, Ky., at Covington, Ky., to whom you may write, stated, after a thorough examination of our Distillery, "I found in the processes of manufacture you had adopted the very best and most approved methods for producing the highest grade Whiskey."

2. Medicinal Quality of FULTON Whiskey. For many years we have supplied a large number of Hospitals and Institutions, such as the Chesapeake & Ohio R. R. Hospital, at Clifton Forge, Va., the Ogdensburg, N. Y. Hospital, U. S. Government Hospitals everywhere, and many others to whom we can refer you.

3. Our responsibility. We own U. S. Registered Distillery, No. 22, with offices and shipping warehouse located on the most prominent corner in Covington, Ky. We refer to First National Bank, all Express Companies and every business house and citizen here.

We ship, all express charges prepaid, securely packed in plain boxes with no indications as to contents, same day order is received, two gallons, or fully matured, mellow whiskey, either Rye or Bourbon, or one gallon of each, in Myers' patent glass demijohns for \$5.00. Or, if you prefer



Sample orders for one gallon are shipped, all express charges prepaid, in four full quart bottles or Myers' patent glass demijohn ON RECEIPT OF \$3.00. Return if not pleased, and all your money will be returned by next mail.

"A Fair Customer"—a booklet of History about whiskey, illustrated. SENT FREE. Address plainly—

MYERS & COMPANY, WAREHOUSE No. 154 COVINGTON, KY., U. S. A.

Orders for Arizona, California, Colorado, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, Wyoming, must call for six gallons, by freight, prepaid. Write for Express terms.

SEND NO MONEY

with two gallon \$5.00 order, as we will ship on terms of 30 days to persons who will have their bank or responsible merchant guarantee their account when ordering on these terms. This inducement is made to prove the superior quality of FULTON Whiskey and place it in households for medicinal purposes. Minors need not answer. If not pleased, return at our expense, and if paid for, all your money will be refunded by next mail, without question. Four miniature bottles Selected Reserve Fulton will be sent FREE to those who remit with two gallon orders.



The Most Useful Traveling Companion is One of

JOHN HOLLAND'S FOUNTAIN PENS

GENERAL LEW WALLACE, the famous author of Ben Hur, writes: "I find it a good, faithful tool."

Honest all the way through. Fitted with: (1) John Holland's celebrated gold pens; (2) John Holland's patent "elastic assured" feed; (3) John Holland's patent "break proof" cap. They assure easy, graceful and natural writing and an even, steady flow of ink. Guaranteed to wear five years and to give perfect satisfaction or your money back on demand. We make over 100 styles and sizes of Fountain Pens suited to every purpose.

If your dealer won't supply you, REFUSE A SUBSTITUTE and get the original, stamped JOHN HOLLAND, by writing to us for free descriptive catalog, No. 49 D, and price list.

The John Holland Gold Pen Co., Cincinnati, O. Est. 1841.

The Southern Mutual Investment Company of Lexington Kentucky

A. Smith Bowman,
Secretary & Gen'l Manager.

PROFITS RECEIVED WHILE INVESTING

The only institution in the United States which furnishes an installment investment that makes returns both during and at the end of the installment paying period is the

Southern Mutual Investment Company

of Lexington, Ky. As small an amount as \$2.25 a month may be invested, and any larger amount. Returns to investors are made generally after the payment of five installments and continue to end of investment period.

ITS BONDS

mature in from three to thirty years, are issued in denominations to suit the purchaser, equally suitable as investments for capitalists and wage earners, and

Pay the largest profits, consistent with perfect safety, of any securities on the market.

In its existence of nine and a half years the Company has paid over

One and a Quarter Million Dollars to its Investors Over \$875,000 in Assets

\$100,000 Deposited with Treasurer of Kentucky.

Write for sample bonds and descriptive literature

Aggressive and Capable Agents Can be Used

Address Dept. 20, S. M. I. Co. Block.

LESLIE'S WEEKLY

The Great Advertising Medium

225 Fourth Avenue New York



WINTON

In automobiling, quick response of the power and driving gear to the action of the operating mechanism is absolutely essential to the control of the vehicle. In the 20 horse-power Winton Touring Car this response is instantaneous because the transmission is simple and direct in its action. Under conditions where quick action is imperative, as in riding through city streets, this feature is especially appreciated. Price of the Winton Touring Car completely equipped is \$2500.00.

Branches and Agencies in all leading cities.

The Winton Motor Carriage Company, Berea Road, Cleveland, U. S. A.

VIOLIN VALUE
A Violin bought by our Original and unique plan becomes simply an investment. It is always worth exactly what you paid for it. It will pay you to investigate. We carry the largest line of fine and rare Violins in America. Good ones, \$5 up. Easy payments, if desired. Large, handsomely illustrated catalogue FREE on request.
The RUDOLPH WURLITZER CO.
288 E. Fourth St., Cincinnati.

REDUCED RATES ON HOUSEHOLD GOODS to and from California, Washington, Oregon, Colorado. Map of Los Angeles or San Francisco, free. Write Bekins Household Shipping Co., 57 1-4 Washington Street, Chicago.

LONDON (ENGLAND).
THE LANGHAM HOTEL,
PORTLAND PLACE.
Unrivalled position at top of Regent Street. A favorite hotel with Americans.
ALL MODERN APPOINTMENTS. MODERATE TARIFF.

APPLE AUTOMATIC IGNITER
for Automobiles and Launches.
Water and Dust-proof.
Write for descriptive circular.
THE DAYTON ELECTRICAL MFG. CO.
701 St. Clair St. DAYTON, OHIO.



"Mother, where are the little red spots you had on your face?"
"Gone, my darling. Sulphume and Sulphume Soap have taken them all away."

THE REASON WHY!

SULPHUME

is a chemical solution of Pure Sulphur, and when taken internally and applied as a lotion will cure dandruff or any skin disease; it is also a great hair invigorator. Price \$1.

SULPHUME SOAP

stops itching and all skin irritations, softens and whitens the skin, and has no equal for the toilet or bath. Prices: Perfumed Soap, 25c a cake; Unperfumed, 15c a cake. Will mail trial cake upon receipt of price.

SULPHUME SHAVING SOAP

is the perfection of soaps for shaving. It is a perfect antiseptic, prevents rash breaking out, cures and prevents all contagious skin diseases, gives a creamy lather and is soothing to the skin.

SULPHUME LITTLE LIVER PILLS

act directly on the liver, kidneys and bowels, but do not gripe or nauseate. Price, 25c.

SULPHUME BOOK

on care of the skin free.

M.A. Diaz Be sure this signature is on each package of Sulphume Preparations, otherwise it is not genuine.

Your druggist can procure Sulphume Preparations from his jobber, without extra charge to you.

SULPHUME CHEMICAL CO.,

Suite 151, 337 Broadway, New York
Lyman Sons & Co., Montreal,
Canadian Agents.

Jasper's Hints to Money-makers.

Continued from page 213

"G." Indianapolis: It is amazing that intelligent people, including a large number of school-teachers in Ohio, should have been inveigled into the get-rich-quick schemes of the American Finance and Mortgage Company. Of course big profits were paid to a few of the customers at the start, and each one of these at once became an advertisement for the schemers. I would have nothing to do with any proposition that offers enormous profits and is made by parties of whom you have no personal knowledge.

"C." St. Paul: I have repeatedly pointed out that liquidation after an enormous rise in the market, usually continues until it culminates in a crisis or panic. The present liquidation will not be ended until money-market conditions have improved, though investment securities of the first order may always be purchased with safety for a long pull when they are on a 6 per cent. basis. These include high-class dividend-payers, chiefly among the preferred railroad shares.

"M." Dover, Del.: The panic in May, 1901, caused a heavier drop in the stock market, in most instances, than it has had thus far, after nine months' liquidation. Stocks were a purchase at that time, because the drop was heavy and unexpected, and a rally usually follows such a decline. Slow liquidation is generally marked by occasional fluctuations in which advantageous trades can be made on both the short and the long side. When a slow liquidation suddenly culminates in a heavy decline, investors seek the bargain-counter.

"G." Richmond, Va.: I look for lower prices for industrial as well as railroad securities. It is unreasonable to believe that American Car and Foundry, American Cotton Oil, National Biscuit, Pressed Steel Car, Virginia-Car, Chemical, and similar common shares will continue to pay 10 per cent. on the purchasing price for any length of time. If they were assured dividend-payers they would sell at double present figures. Nor is it probable that United States Realty preferred and American Woolen preferred and Republic Steel preferred can continue to pay 10 per cent. on the investment if business should be depressed.

"O." Indianapolis: 1. The schedules of the J. Overton Paine Company show liabilities of \$35,000, and actual assets of \$158. 2. It is said that Morgan interests could not control the directors of the United States Steel Company if an election were now to be held, because insiders have so generally got rid of their holdings, and especially of common. Mr. Morgan should have "trusted" the shares, just as he has done with a number of railroads. Then he could have handled the property as he pleased, whether he owned any of the shares or not. This is one of the slickest of Wall Street methods, and the public is just beginning to understand what it means.

"G." Hanover, N. H.: 1. The reported acquisition of control of Greene Consolidated by the Amalgamated came when the former was selling at about its lowest price. The Greene must still demonstrate that it is a great earning property. Conflicting reports are heard concerning the extent of its deposits. 2. It looks as if the warfare over the control of Colorado Fuel and Iron is not ended. It is said that the Gould and Rockefeller, while in control of the parent company, have not secured control of a majority of the shares of the subsidiary companies, which are heavy owners of real-estate, coal and iron lands supposed to be in control of Colorado Fuel.

"Banker," Kansas City: A competent authority estimates that the increase in new railroad securities over old securities during the past few years amounts to nearly three-quarters of a billion of dollars. While a number of our railroads have retired large amounts of old securities, all of them have replaced them with far greater amounts of new securities in the shape of stocks and bonds. While this was being done prices were wildly bid up on the statement that the country was now on a 3 per cent. interest basis, because there were not sufficient securities to meet all demands. I pointed out the ridiculous character of this statement at the time. How foolish it sounds now.

"P." New Orleans: 1. The speculative high price of cotton has resulted in the closing of many Eastern cotton mills and the sale of their cotton at a profit to speculators on the bull side, who are obliged to sustain the market. Either cotton must decline or the mills must ask more for cotton goods. The only remaining remedy is a reduction of wages, and that would mean a strike. Some day the cotton boom will break, just as the stock-market boom has broken. 2. If steel common yields 18 per cent. on the investment, and is expected to pay its dividends, do you suppose insiders would not be climbing over each other to buy it? Have Morgan & Co. any 18 per cent. good investments lying around loose for the benefit of the public? I trow not.

"R." Batavia, N. Y.: 1. The drop in United States Realty stock is not surprising in view of the tremendous strikes in the building trades in New York and elsewhere, which have crippled operations in that line materially. I have heard that the United States Steel Trust suffered a heavy loss in one of its most profitable branches, structural iron, by reason of these strikes. 2. It is not surprising that the announcement of an increase of the semi-annual dividend on Erie first preferred, from 1.12 to 2 per cent., while the road is endeavoring to sell \$50,000,000 of bonds to raise money for improvement and equipment, was not accepted by the public as much of a bull argument. The price of Erie common, considering the enormous issue of that stock, looks high.

"V." Norfolk, Va.: 1. In reducing the hours of work in its shops, the Norfolk and Western is only doing what all other railroads are doing, namely, cutting down expenses, in anticipation of harder times. 2. The report that the Steel Trust proposes to build an extensive plant in Canada, to take advantage of the new bounty laws of that country, is another evidence of the fact that the trust is meeting increased competition, north, south, east, and west.

Use BROWN'S Camphorated Saponaceous DENTIFRICE for the TEETH. 25 cents a jar.

Take Piso's Cure for Consumption for Coughs, Colds and Consumption. Sold everywhere.

Change of Policy Needed.

"Ef some young men," said Uncle Eben, "was as industrious addin' up fingers in columns as dey is gettin' 'em in rows on policy slips, I reckons dey'd be savin' money."

WHEN you are out yachting, don't forget to stow away some of that famous Champagne, Cook's Imperial Extra Dry.

The Solmer Piano has successfully passed the most severe critical test by the highest musical talent in the world.

America's Foe.

The foe of the strenuous American, Dyspepsia, might be called the national disease. This fact has led to the offering of countless so-called "cures" to the many sufferers. In most cases the remedy may afford temporary relief by assisting digestion; but the stomach is really weakened by their action—not helped toward a normal condition. In Glycozone is presented a scientific remedy that acts not on the food but on the membrane of the stomach, and by allaying the inflammation and removing unhealthy coating, restores the stomach to health. Glycozone is an absolutely harmless germicide, used for years by best physicians everywhere with wonderful results. Sold by best druggists. Send for pamphlet giving full particulars of treatment. Prof. Chas. Marchand, 57 Prince Street, N. Y.

west. Those who have boasted that it practically monopolized the trade must change their opinions. The desperate straits of the trust are revealed by a cablegram from Brussels, indicating that an effort is being made to organize an international steel rail syndicate on American lines, to maintain the price of rails.

"Steel," Savannah, Ga.: 1. The fact that some of J. D. Rockefeller's Steel certificates were recently sold on the Street was explained by the statement that he had taken the stock as security for a large loan. Nevertheless, when it was sold he did not think it cheap enough, even at existing low prices, to buy it in. There is plenty of evidence that insiders have been unloading the Steel shares, especially the common, persistently for a year. 2. The recent warning of Marshall Field, of Chicago, against the tendency to over-speculation is followed by the warning of President Lusk, of the German-American National Bank, of St. Paul, to the effect that the West is short of money, and that bank balances are lower than they have been in a long time. His advice to bankers is "Put your house in order." It is good advice for everybody to follow.

"A." Hartford, Conn.: 1. The report from Mexico City, via Wall Street, that President Diaz has issued a decree that railroad rates may be increased to a gold basis was looked upon as favorable to all Mexican railways. Just why this announcement was not sent from the city of Mexico rather than from Wall Street, I do not understand. 2. The recent drop in a single day of over 20 points in Chicago and Eastern Illinois preferred and Des Moines and Fort Dodge; of 16 points in Distillers, 14 in United Railways preferred and United States Rubber, 10 in American Coal and Evansville and Terre Haute, and over 11 in Panhandle, North American, and United States Rubber preferred, are specimens of the kind of sharp liquidation that come in a panicky market when sales are forced. Those who are on the ground at such times usually look for and find bargains.

"G." Harrisburg, Penn.: 1. The death of Grand Master Arthur, of the Brotherhood of Locomotive Engineers, it is said, may result in a renewed effort to bring the engineers' union into the federation of trained-service labor organizations. Heretofore, as long as the railroads could get engineers to run their trains they had little fear of railroad strikes. If the engineers should join the federation, a railroad strike would become a much more serious matter. 2. While the report of a reduction of the dividend on American Car and Foundry common has been denied, I doubt if 4 per cent. will be paid on the stock much longer. 3. The earnings of Pressed Steel Car for the past quarter showed an increase of \$11,000, but would have shown a small loss over the corresponding period of 1902 but for the fact that the charges were decreased by a considerable amount. I do not regard the stock as an investment.

"Iron," Des Moines, Ia.: 1. Foreign steel is being offered at prices under those of the Steel Trust, and the latter has cut the price of galvanized sheets and some of its other products. The iron and steel market does not improve. 2. The statement that Morgan & Co. took over a block of Evansville and Terre Haute, at 57 1-2, from a suspended Wall Street firm, and is to turn it over to the "Frisco," shows that the occupation of the promoter and the underwriter is not yet gone, or, if it is, Morgan & Co. haven't found it out. I have my doubts whether 57 1-2 was paid for this stock. It sold during the recent panic around 39 1-2. The belated annual report of Pacific Mail, made at the close of April last, finally appears with a statement of a surplus of \$8,000, compared with a deficit last year of over \$300,000. This looks as if insiders do not care to have Pacific Mail drop much further if they can prevent it.

"Merchant," Troy, N. Y.: 1. The fact that heavy lenders of money report that margins are being freely supplied on declines, and unsatisfactory collateral replaced as a rule, with acceptable securities, is a favorable indication. The mercantile situation, however, does not improve. A number of railroads report decreased net earnings, and the tendency of the prices of commodities is toward lower figures. What else could be expected with such tight money, widespread strikes, the restriction of business, and conservative tendencies of bankers and business men? I still believe that the crest of the wave of prosperity was reached a year ago. 2. The London failures were largely due to the holdings of indigestible securities in the shape of South African mining shares. An enormous mass of these was floated at high prices, and I believe that some day a crash will occur in London worse than any we have experienced in New York.

NEW YORK, August 20th, 1903.

JASPER.

ED. PINAUD'S



EAU DE QUININE
HAIR TONIC
THE BEST HAIR RESTORER
A POSITIVE DANDRUFF CURE
A hair-dressing for every person of refinement
SOLD EVERYWHERE

ED. PINAUD'S LATEST PERFUME

BRISÉ EMBAUMÉE VIOLETTE

Considered by connoisseurs as the nearest approach to the living violet ever known.

1-oz. Baccarat bottle, \$2. 2-oz. Baccarat bottle, \$4

ED. PINAUD'S AMERICAN OFFICES

ED. PINAUD BUILDING, NEW YORK

SPENCERIAN

PERFECT

Steel Pens

USED BY EXPERT AND CAREFUL PENMEN FOR NEARLY FIFTY YEARS
Sample card, 12 pens different patterns, will be sent for trial on receipt of 6 cents in postage stamps. Ask for card R.

SPENCERIAN PEN CO.
349 BROADWAY, NEW YORK



THE CLUB

are the original bottled Cocktails. Years of experience have made them THE PERFECT COCKTAILS that they are. Do not be lured into buying some imitation. The ORIGINAL of anything is good enough. When others are offered it is for the purpose of larger profits. Insist upon having the CLUB COCKTAILS, and take no other.

G. F. HEUBLEIN & BRO., Sole Proprietors
29 BROADWAY, NEW YORK, N. Y.
HARTFORD, CONN. LONDON



EVANS' VACUUM CAP

Will Make Hair Grow

This Appliance will massage the scalp, and force a healthful circulation. It will stop hair from falling out and restore a normal growth where live follicles exist. It is used about ten minutes each night before retiring. Price \$35.00, which will be refunded in full if it does not give satisfaction within thirty days.

For full particulars, address
EVANS VACUUM CAP CO., Fullerion Bldg., St. Louis.

U.S. GOVERNMENT
Guarantees
WHISKEY
Bottled in Bond
BOND & LILLARD
The only real guarantee of Purity.
Address
STOLL & CO.
Lexington Ky. **WHISKEY**

SENT ON APPROVAL
TO RESPONSIBLE PEOPLE

Laughlin

Fountain Pen
Guaranteed Finest Grade 14k. SOLID GOLD PEN.

To test the merits of
LESLIE'S WEEKLY

as an advertising medium we make this grand special offer, your choice of

These Two Popular Styles For Only **\$1.00**
Postpaid to any Address.

(By registered mail 8 cents extra.)

Holder is made of finest quality hard rubber, in four simple parts, fitted with very highest grade, large size 14k. gold pen, any flexibility desired—ink feeding device perfect.

Either Style—Richly Gold Mounted for presentation purposes, \$1.00 extra.

Grand Special Offer

You may try the pen a week, if you do not find it as represented, fully as fine a value as you can secure for three times the price in any other makes, if not entirely satisfactory in every respect, return it and we will promptly refund your money.

Illustration on left is full size of Ladies' style; on right, Gentlemen's style.

Safety Pocket Pen Holder sent free of charge with each Pen.

ADDRESS

Laughlin Mfg. Co.
809 Griswold St., DETROIT, MICH.



NOT OVERSTRETCHED.

"Hi, there, gentlemen! This suspense is killing me."

Established 1823.

WILSON WHISKEY.

That's All!

THE WILSON DISTILLING CO.
Baltimore, Md.THE "SOHMER" HEADS THE
LIST OF THE HIGHEST
GRADE PIANOS

SOHMER PIANOS

Sohmer Building, Only saleroom
5th Ave., cor 23d St. in Greater New
York.

HOW TO CONVERSE

THE ART OF
TALKING WELL

TAUGHT AT YOUR HOME

SALESMEN, AGENTS, MAN-
AGERS, SOCIAL ASPIRANTS,
NEED OUR COURSE OF STUDY

By our method we have taught hundreds of students
How to succeed in business
How to obtain and hold a better position
How and when and where to talk—for profit

WRITE TO US FOR CIRCULARS

They contain Testimonials we have received from
great numbers of well pleased people, who will tell
you that—

IN SOCIETY

We have taught them to fill the awkward pauses
We have made them interesting dinner companions
We have taught them how to entertain
We have raised their conversation above the gossip
line

Grace of Movement and Charm of Manner
Go Hand in Hand With Good Conversation

Our course of study includes lesson papers and
exercising charts which train one to acquire an
active brain, a bright eye, elastic muscles, symmetry
of figure, clear complexion, proper carriage, ease of
manner.

Write at once for Information and Blanks

A. P. GARDINER, President

20TH CENTURY INSTRUCTION CO.

Box 19. Central Bank Bldg., New York

WM BARKER CO. TROY, N.Y.
LINEN
COLLARS & CUFFS
ARE THE BEST
BUY THEM.

GINSENG \$25,000 made from one-half acre.
The most valuable crop in the
world. Easily grown through-
out the U. S. and Canada. Room in your garden to grow
thousands of dollars' worth. Roots and seeds for sale.
Send four cents for postage and get Booklet A-M, which
tells all about it.
McBowell Ginseng Garden, Joplin, Mo., U. S. A.

GOOD INCOMES MADE
By selling our celebrated
goods. 25 and 30 per cent.
commission off.
**BEST and MOST 33%
ECONOMICAL**
1-lb. trade-mark red bags
Good Coffees 12c. and 15c.
Good Teas 30c. and 35c.
The Great American Tea Co.,
31-33 Vesey St., New York,
P. O. Box 289.

MORPHINE and LIQUOR HABITS CURED.
Thousands having failed else-
where have been cured by us.
Write The Dr. J. L. Stephens Co., Dept. I. 4, Lebanon, Ohio

A TRIP TO CALIFORNIA

Burlington
Route

If you have the time, there is no
reason why you should not enjoy a few
weeks or months amongst the flowers
and oranges in California this winter,
because the expense will not inter-
fere with such a plan.

You can get excellent board out
there for from \$7 a week up, and we
can tell you how if you will send for a
copy of our "California Folder," which
tells all about the country, the hotels
and boarding houses. It contains a
big map of the state, too.

You can go to California via the
most interesting route, in perfect com-
fort and safety, all the way in charge
of trained officials of our company, if
you will join one of our personally con-
ducted parties which leave every week
from Boston, Chicago and St. Louis.

Drop me a postal and I will send
you complete information about these
parties.

Address P. S. EUSTIS, Pass' Traffic Manager,
C. B. & O. Ry. Co., 291 Adams St., Chicago, Ill.

WILLIAMS' SHAVING STICK



EASE AND COMFORT

We all like a good share of both. The
greatest ease and comfort and luxury in shav-
ing, are only obtainable by using Williams'
Shaving Stick. No cup, just the shaving stick
and brush. One stick affords 300 shaves.

For sale by all druggists. 25c.

THE J. B. WILLIAMS CO., Glastonbury, Conn.

LONDON

PARIS

BERLIN

SYDNEY

Eczema

Salt Rheum, Ringworm, Itch, Acne,
or other skin troubles, promptly re-
lieved and cured by

Hydrozone

This scientific germicide, which is
harmless, cures by killing dis-
ease germs. Used and en-
dorsed by the medical pro-
fession everywhere. Sold by
leading druggists. If not at yours,
send 25 cents for a trial bottle. The
genuine bears my signature. Accept
no substitutes. Address

Prof. Charles H. Harchand

Dept. K, 60 Prince Street, New York.
FREE Valuable Booklet on the
(treatment of diseases.



The Chauffeur Sees

the improvement in speed and
ease that comes when all auto-
mobile parts are lubricated with

Dixon's Automobile Graphites

Our Booklet Y, "A Tool for Dixon's Graphite,"
describes the uses of Dixon's No. 635 Flake
Graphite, Dixon's Motor-Chain Compound,
Dixon's Graphite Cup Greases, Dixon's
Graphitoleo, and Dixon's Pipe-Joint Com-
pound. Sold by dealers. The booklet is free.

JOSEPH DIXON CRUCIBLE CO.
JERSEY CITY, N. J.

HAY FEVER and ASTHMA cured to stay CURED
Book 25A Free. Dr. Hayes, Buffalo, N. Y.

WURLITZER

BRASS BAND

INSTRUMENTS, DRUMS, ETC.
Reduced Prices. Don't buy until you see
new 84-pp. Cat. B. MAILED FREE.
The Rudolph Wurlitzer Co.,
238 E. 4th St., CINCINNATI, O.

Ball-Pointed Pens

(H. HEWITT'S PATENT).

Suitable for writing in every position; glide over
any paper; never scratch or spurt.

Made in England of the finest Sheffield rolled steel, BALL-POINTED
pens are more durable, and are ahead of all others

FOR EASY WRITING.

Buy an assorted sample box of 24 pens for 25 cts., and choose a pen
to suit your hand. Having found one, stick to it!

POST FREE FROM

H. BAINBRIDGE & CO., 99 WILLIAM STREET, NEW YORK,
or any Stationery Store.

Best Line to Chicago and the West—NEW YORK CENTRAL.

THE FOUR-TRACK NEWS

AN ILLUSTRATED MONTHLY MAGAZINE
OF TRAVEL AND EDUCATION

Every issue of the magazine is beautifully illustrated and contains one hundred and twenty-eight or more pages, each one of which is of human interest.

The scope and character of the magazine are indicated by each month's Table of Contents which approximates:

A dozen articles upon the Places, Peoples and Objects of all countries, with Nature-Studies, and other articles upon topics of general value and interest.

Four or five readable "Little Histories."

A number of poems that contain something more than a rhyme.

An editorial department devoted to "The World's Progress."

A couple of pages of "Vest Pocket Confidences"—in a minor key.

A department of especial interest to the traveling millions.

Two or three pages of miscellaneous items "From the Field of Fact."

A "table" of book reviews.

Two pages devoted to current New York theatrical doings, treated in a brief "what and where" way.

And enough crisp and humorous briefs, edited by the scissors, to create many a laugh.

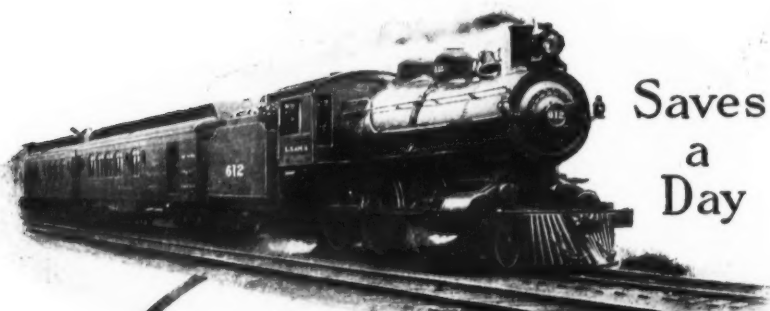
In short, each issue of the Four-Track News contains a fifty-cent assortment of good things for five cents, every article being fully illustrated by the finest half-tones that can be made.

Subscription price 50 cents a year; foreign countries \$1.00; single copies 5 cents. Sold at all news stands, or address

GEORGE H. DANIELS, Publisher,

Room No. 186.

7 East 42d Street, New York.



Saves
a
Day

"20th Century Limited

An urgent situation requiring your immediate presence in New York or Chicago can best be met by use of the "20th Century Limited." A little superior to any train in America, and particularly ahead in point of speed. Pre-eminently a train for busy people, but may be used with equal advantage by any one wishing perfection of fast service with comfort. Runs daily, in each direction, between

Chicago and New York in 20 Hours

Over the LAKE SHORE & MICHIGAN SOUTHERN and NEW YORK CENTRAL ROADS
Provides every convenience found in leading hotels.



A BEAUTIFUL PICTURE—For 50 cents (money or postage) undersigned will send a fine colored picture of this great train, set in a charming landscape, pronounced by persons who have examined it as the finest train view ever printed, suitable for framing.

For "Book of Trains" or travel information address
A. J. SMITH, G. P. & T. A.,
Cleveland, Ohio.

20 Hour Trains

For Busy People

WE WILL SUPPOSE THAT YOU ARE LOOKING FOR A POLICY SIMPLE IN FORM AND WITH MODERATE PREMIUMS. THEN THE PRUDENTIAL WHOLE LIFE POLICY OF THE PRUDENTIAL IS WHAT YOU WANT. THIS POLICY STANDS AS A TYPE OF ALL THAT IS BEST AND MOST DESIRABLE IN LIFE INSURANCE. YOU PAY AS PREMIUM ON YOUR POLICY A STATED AMOUNT EITHER ANNUALLY, SEMI-ANNUALLY OR QUARTERLY DURING YOUR LIFE. THE AMOUNT INSURED UNDER THE POLICY IS PAYABLE TO YOUR BENEFICIARY AT YOUR DEATH. IN ONE SUM, OR IT MAY BE MADE PAYABLE IN ANY NUMBER OF EQUAL ANNUAL INSTALLMENTS. THIS PROVIDING AN ANNUAL INCOME TO YOUR BENEFICIARY FOR LIFE. ONE OF THE MANY LIBERAL FEATURES OF THIS POLICY IS THAT YOU SHARE IN THE PROFITS APPROPRIATED BY THE COMPANY, KNOWN AS DIVIDENDS. THESE DIVIDENDS ARE INVESTED AND ALLOWED TO ACCUMULATE AT COMPOUND INTEREST FOR A PERIOD OF EITHER FIFTEEN OR TWENTY YEARS, AS YOU MAY CHOOSE.

WHEN TAKING OUT THE POLICY AT THE END OF THE SELECTED PERIOD YOU MAY RECEIVE THESE ACCUMULATED DIVIDENDS IN CASH, OR YOU MAY APPLY THEM TO REDUCE FUTURE PREMIUMS. THE WHOLE LIFE POLICY IS ISSUED ALSO WITH DIVIDENDS PAYABLE ANNUALLY OR AT INTERVALS OF FIVE YEARS. AFTER THE POLICY HAS BEEN IN FORCE THREE YEARS YOU MAY BEGIN TO RECEIVE THE DIVIDENDS. THE AMOUNT OF THE DIVIDENDS WILL BE DETERMINED BY THE NUMBER OF PREMIUMS PAID. THE COST IS LOW, AND DIVIDENDS WILL BE FURNISHED UPON REQUEST SHOULD YOU BECOME A POLICY HOLDER. EITHER YOU OR YOUR BENEFICIARY WILL BE ADVISED OF THE DIVIDENDS. THE PRUDENTIAL POLICY UNDER THIS PLAN, HOWEVER, IS INSURED TO PAYABLE TO YOU, LIVING AT THE END OF THE SELECTED PERIOD, OR TO YOUR BENEFICIARY IF YOU DECEASE.

SHOULD OCCUR PREVIOUSLY, THE LENGTH OF THE ENDOWMENT PERIOD MAY BE TEN, FIFTEEN, TWENTY YEARS, AS YOU MAY SELECT. SHOULD YOU DECEASE BEFORE THE PREMIUMS ARE PAYABLE BY YOU EITHER ANNUALLY OR QUARTERLY, THE POLICY WILL BE PAID TO YOUR BENEFICIARY. THE POLICY IS INSURED TO PAYABLE TO YOU, LIVING AT THE END OF THE SELECTED PERIOD, OR TO YOUR BENEFICIARY IF YOU DECEASE.

LIMIT YOUR PREMIUM PAYMENTS TO A NUMBER OF YEARS. WE HAVE WHAT IS KNOWN AS THE LIMITED PAYMENT LIFE POLICY. THIS IS THE SAME AS THE WHOLE LIFE POLICY, EXCEPT THAT THE PAYMENTS ARE MADE BY YOU FOR TEN, FIFTEEN OR TWENTY YEARS ONLY. AS SPECIFIED WHEN TAKING OUT THE POLICY. IF YOU SURVIVE THE PREMIUM PAYING PERIOD, THE POLICY IS CONTINUED IN FORCE ON THE BASIS OF THE COMPANY, AND YOU MAY DRAW OUT YOUR DIVIDENDS. BUT NO FURTHER PREMIUM PAYMENTS ARE REQUIRED. THIS POLICY IS SUBJECT TO ALL THE PRIVILEGES AND BENEFITS OF THE WHOLE LIFE POLICY. AFTER THREE YEARS PREMIUMS HAVE BEEN PAID, YOU MAY BEGIN TO DRAW OUT YOUR DIVIDENDS. THE AMOUNT YOU MAY DRAW INCREASES WITH THE NUMBER OF PREMIUMS PAID. SHOULD A POLICY FOR A SMALL AMOUNT BE ENDORSED ONE OF THE BEST FORMS IN THE INTERMEDIATE POLICY. IT IS INSURED IN AMOUNTS OF \$500 ON THE WHOLE LIFE, LIMITED PAYMENT LIFE, OR ENDOWMENT PLAN. THE INTERMEDIATE POLICY SHARES IN THE PROFITS APPROPRIATED BY THE COMPANY, WHICH ARE CREDITED TO THE POLICY.

AFTER IT HAS BEEN IN FORCE FOR FIVE YEARS, AND EVERY YEAR THEREAFTER, IT WILL, IF IN FORCE, BE PAID TO YOU OR YOUR BENEFICIARY, AT YOUR OPTION. THIS POLICY IS SUBJECT TO OTHER VALUABLE PRIVILEGES, WHICH WILL BE EXPLAINED UPON REQUEST. THE INTERMEDIATE POLICY IS VERY POPULAR, AND IS ISSUED IN AMOUNTS FROM \$500 TO \$100,000.

TO PERSONS BETWEEN AGE ONE AND SEVENTY. THE PREMIUM PAYMENTS ARE MADE BY THE POLICY HOLDER IN SMALL WEEKLY SUMS, SUCH AS TEN, FIFTEEN OR TWENTY CENTS A WEEK, AND UPWARDS, FOR WHICH OUR AGENT CALLS. THIS POLICY PROVIDES FOR PAYMENT OF THE CLAIM BY THE COMPANY IMMEDIATELY ON ACCEPTANCE OF SATISFACTORY PROOF OF DEATH.

AMOUNT OF THE BOND OR BOND SHOULD YOU PREFER TO HAVE THIS AMOUNT PAID TO YOU IN INSTALLMENTS, YOU MAY HAVE AN ADDITIONAL POLICY. THE PRUDENTIAL POLICY IS A GUARANTEE OF THE PRUDENTIAL INSURANCE COMPANY OF AMERICA, HOME OFFICE, NEWARK, N. J.

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

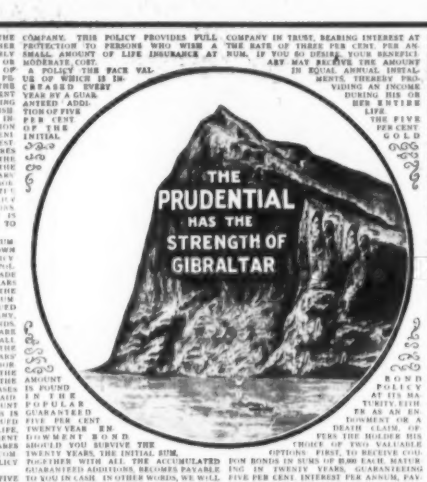
THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE PRUDENTIAL HAS THE STRENGTH OF GIBRALTAR

THE WHOLE WORLD
KNOWS

The Prudential

We Want YOU to Know
The Best Policy it has
for You.



THE PRUDENTIAL

Insurance Company of America
JOHN F. DRYDEN, President. WRITE FOR INFORMATION, DEPT. S
HOME OFFICE, Newark, N. J.

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S

DEPT. S



Milady's Choice

Stylish elegance—comfort—ease—safety—speed—simplicity—and absolute dependability—find their highest attainment in

Peerless Chainless

Touring Cars

\$2,800
TO
\$11,000

Built to stand all tests, each car is as luxurious as a Turkish divan, as reliable as a chronometer, as perfect as human ingenuity can make it.

With the chainless gear, There's naught to fear!

Write for illustrated catalogue, explaining fully the points of Peerless perfection.

PEERLESS MOTOR CAR COMPANY
CLEVELAND, OHIO, U. S. A.

You here see Cy Meadows and Hiram Oats.
 Who raise corn, potatoes, tomatoes and shoats.
 They went to the city the other day
 Just to see the sights and sell some hay,
 And a well-dressed man whose ways were dark
 Sold them six town lots in Central Park.
 And when they woke up Cy said "By Gum,
 Hiram, it looks like we'd been done"
 "Oh durn them lots," said Hiram to Cy,
 "He didn't get our RED TOP RYE."



The Emblem of

Old-fashioned methods are used throughout in the production of **Red Top Rye**—the result is a whiskey that is good, pure, honest and as delightful as whiskey can be made. It possesses superior medicinal qualities.

Whiskey Purity

Red Top Rye is distilled from choice No. 1 Northern Rye, and is stored in well-heated, well-lighted and thoroughly ventilated warehouses for **TEN YEARS** before it is placed on the market.

Red Top Rye IS SOLD BY FIRST-CLASS GROCERS, BARS, CAFES AND HOTELS.
 IF NOT FOR SALE BY YOUR DEALER, WRITE THE DISTILLERS.

FERDINAND WESTHEIMER & SONS

Cincinnati, O.

Louisville, Ky.

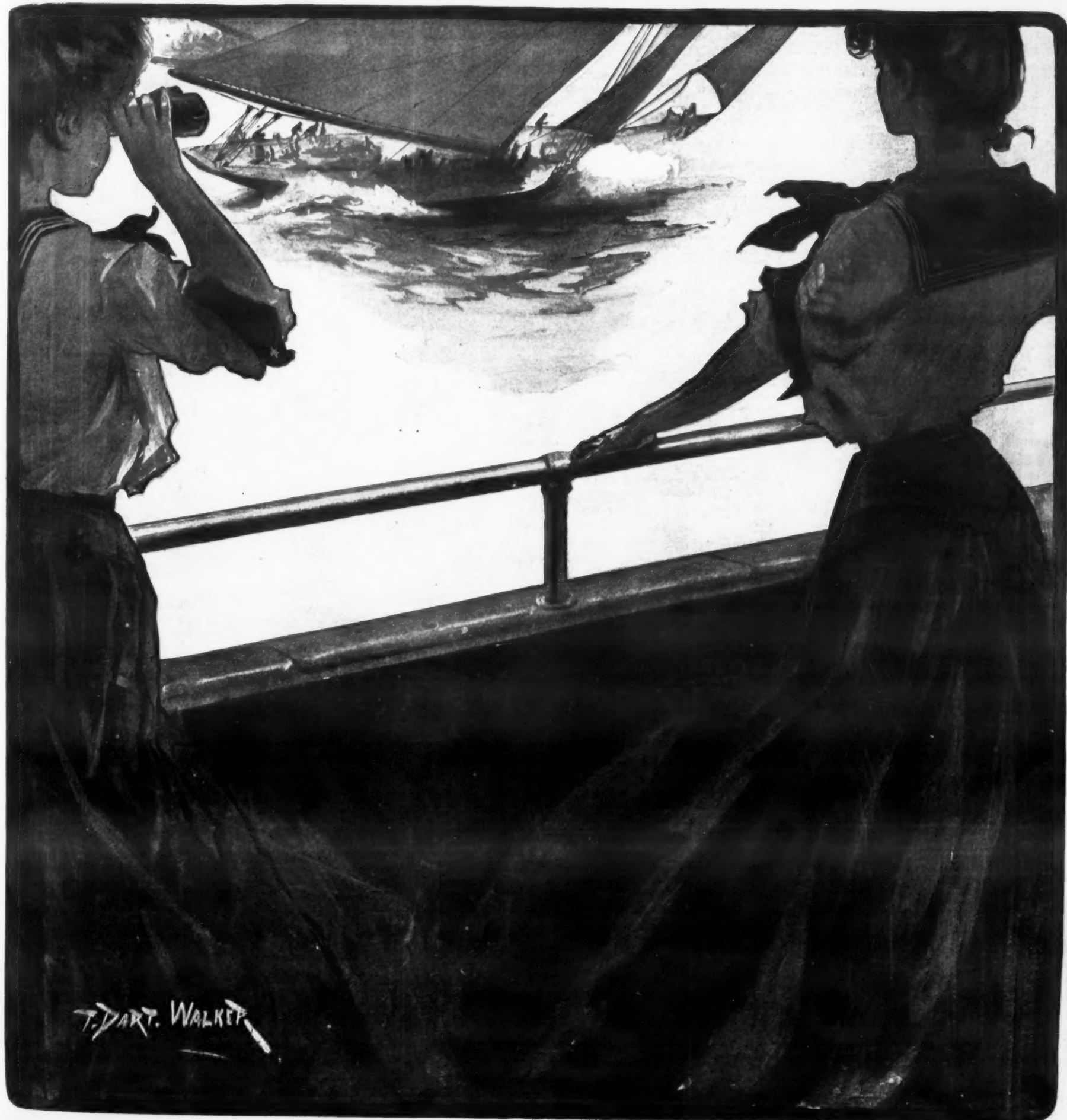
St. Joseph, Mo.

SEND TEN CENTS
 FOR MODERN BOOK
 ON MIXED DRINKS

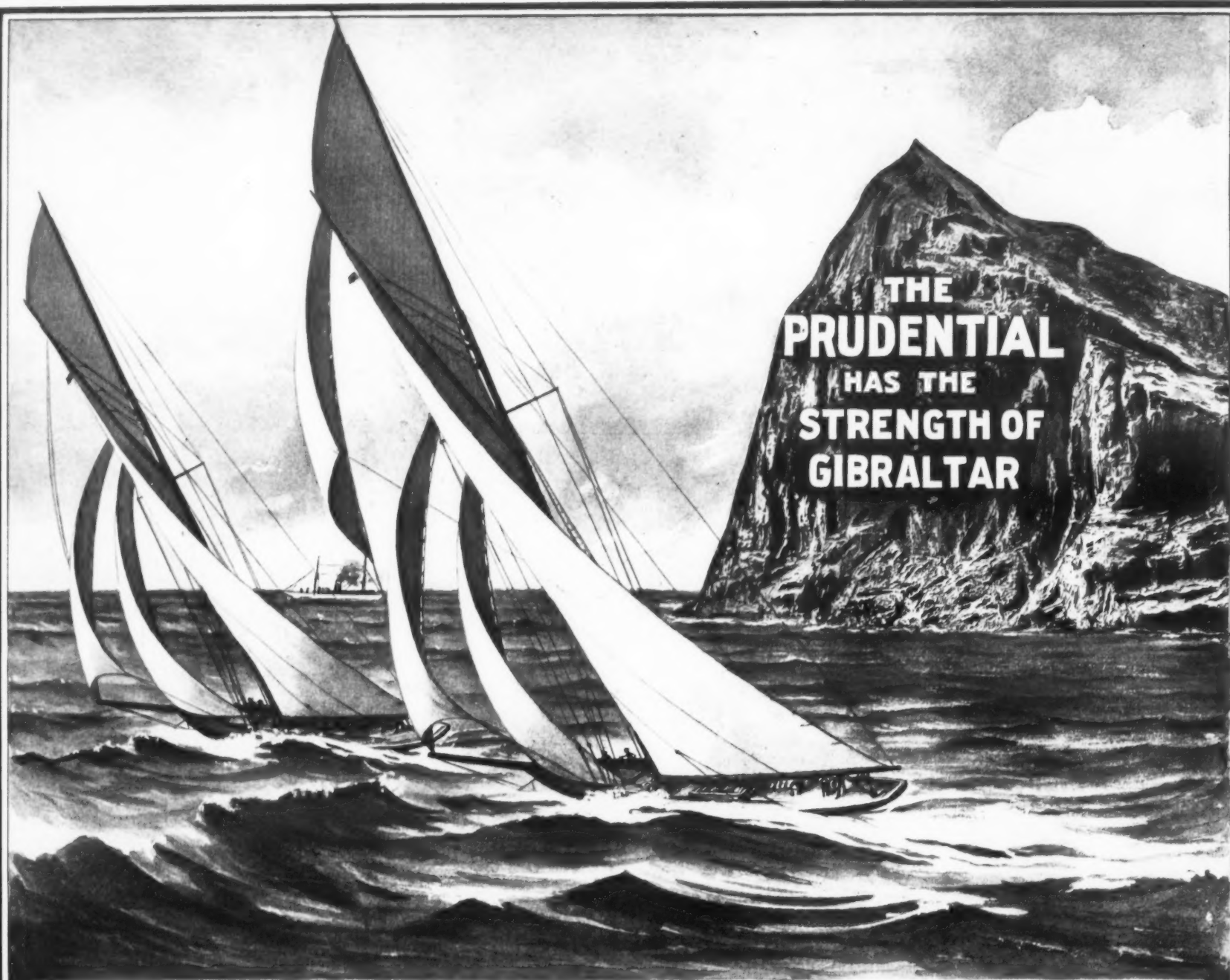
September 3, 1903

PROPERTY OF

Price 10 Cents



YACHTING NUMBER



THE ONLY ROCK
On Which You Can Place Absolute Reliance
is

Life Insurance.

Lift the Cup of Future Happiness for
Your Family by Securing a Policy
in

The Prudential
INSURANCE CO. OF AMERICA.

John F. Dryden, Prest.

Write for Information Dept.

Home Office: Newark, N. J.